



St. John Kempthorne.



St. John Lawson.



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THE LIVES OF THE BRITISH ADMIRALS.

DISPLAYING,
In the most STRIKING COLOURS,

THE
CONDUCT AND HEROISM

OF THE
NAVAL COMMANDERS OF GREAT
BRITAIN AND IRELAND.

WHOSE INTREPIDITY
Has convinced the World, that BRITAN-
NIA is the Sovereign of the OCEAN.

INTENDED
Not only to Instruct and Entertain, but also
to animate the Youth of this Country with
a becoming Ardour, to imitate the glori-
ous Actions of these Heroes, if their Duty
should hereafter call them forth in the De-
fence of their Country.

P A R T II.

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THE
L I F E
OF
SIR JOHN KEMPTHORNE.

SIR John Kempthorne was born at Widscombe, in Devonshire, in 1620, and put apprentice to the captain of a trading vessel belonging to Topsham. He obtained an extraordinary degree of knowledge in his profession, by which, and the favour of his master, he grew into great credit with the most eminent traders in Exeter, in whose services he made several voyages into the Mediterranean. In the beginning of the war with Spain, he was attacked by a large Spanish man of war, commanded by a knight of Malta, and defended himself gallantly till all his ammunition was spent, when remembering that he had several large bags of pieces of

eight on board, he thought they might better serve to annoy, than to enrich the enemy, and therefore ordered his men to load their guns with silver, which did such execution on the Spaniard's rigging, that if his own ship had not been disabled by an unlucky shot, he had in all probability got clear. At last however, overpowered by numbers, he was boarded, taken and carried into Malaga. The knight, to whom he was prisoner, generously treated him with the utmost civility and kindness, carried him home to his own house, and commended his valour to every body; and some time after sent him to England. On the credit of this action, captain Kempthorne laid the foundation of his subsequent fortune. Some years after, the knight of Malta was taken in the Streights, by commodore Ven, and brought prisoner to England, where he was committed to the Tower. This afforded the captain an opportunity of returning the civilities he had received, and of procuring his liberty, which he did; and furnished him at
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SIR JOHN KEMPTHORNE. 5

his own expence, with every thing necessary to return to Spain.

After the restoration, captain Kempthorne was advanced to the *Mary Rose*, a man of war of forty-eight guns, in which he was sent to convoy a considerable fleet of merchant-men into the Streights, and in December 1699, met with a squadron of seven Algerine pirates, when, by his prudence and courage, he preserved all the vessels under his care, and obliged the enemy to sheer off, after leaving behind them several of their men, who had boarded the *Mary Rose*, whom he brought into England. He was afterwards in both the Dutch wars, and behaved with such spirit, that upon the duke of Albemarle's taking the command of the fleet in 1666, he carried one of the flags, and in the succeeding war, served as rear-admiral, and had the honour of knighthood. He was afterwards made commissioner of the navy at Portsmouth, and died on the 19th of October, 1679, in the fifty-ninth year of his age.

THE LIFE OF

SIR JOHN LAWSON.

SIR John Lawson was the son of a person in low circumstances at Hull, and being bred to the sea, obtained a ship by his merit; and afterwards serving in the fleet under the parliament, was made captain of a man of war. He served the parliament with great fidelity against all their enemies, and towards the end of the war carried a flag under Monk. In 1653, he commanded a fleet of forty-four sail, and was sent to the coast of Holland, where he took a great number of prizes. On the change of the government, and Oliver's assuming the supreme power, he was continued in his command; but his principles not inclining him to act so steadily under the new government as under the old, and disliking the Spanish war, which he and many others thought to be unjust, he began to cabal against the state, which coming to the knowledge of secretary

tary Thurlow, major-general Harrison, admiral Lawson, and several others, were committed to prison. When he recovered his liberty he retired, but he was soon after declared vice admiral; and on admiral Montague's return with his fleet from the Baltic, it was given to him; and afterwards, on general Monk's marching into England, he resolved to co-operate with him in promoting the restoration, upon which he received the honour of knighthood. Immediately after he was sent as vice-admiral with the earl of Sandwich, when he went to bring queen Catharine from Portugal; and was afterwards employed in the Mediterranean against the Algerines, to whom he did considerable damage, and so effectually blocked up their port, that they were unable to send any of their cruizers abroad.

On his return to England he was ordered to serve as rear-admiral of the Red; when he observed to his majesty, that the best way of humbling the Dutch would be, not by fitting out great fleets, but by applying the utmost attention to destroy the
Dutch

Dutch trade, by taking their merchant ships; but this advice being disregarded, on the 21st of April, 1665, he sailed with the duke of York in the grand fleet to the coast of Holland, himself carrying the red flag, Prince Rupert the white, and the earl of Sandwich the blue; and in the grand engagement, which happened on the 3d of June, he behaved with the utmost intrepidity, resolution, and conduct; but at length receiving a musquet-shot in his knee, was disabled from enjoying the victory, which he had laboured so hard to gain: but as he did not die till some days after, he had the satisfaction of knowing that his country triumphed, and that as he had lived, so he died, with glory.



St. John Leake.



St. David Mitchel.

officers wore their swords on shore, kept company with the commissioned officers, and were respected by all; besides, a gunner was in constant whole pay, though he never went out of harbour: whereas, in a time of peace, no commissioned officers had then half pay, but such captains as, in the late war, had commanded first and second rates. For these reasons it was that Sir John refused to be a lieutenant; add to this, that he was well assured of a command from the post of gunner.

With these views, when his father was advanced to the command of a yacht, he gladly accepted the offer of succeeding him in the post of gunner to the Neptune, a second rate man of war. In the latter end of king James's reign, in 1688, when that unfortunate monarch had resolved to fit out a strong fleet to prevent the invasion from Holland, Mr. Leake's father, then master-gunner of England, took that opportunity to propose the trial of a piece of artillery of his own invention, called the cuskee-piece; which being readily granted, and the Firedrake fire-ship order-
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ed for that service, his son John, for the better execution thereof, was appointed commander. In the battle of Bantry bay, in 1689, he set fire, with the cuskee-piece, to one of the French ships, commanded by the chevalier Coetlogon, which entirely disabled her from further service, and several other ships received damage by the same means. This engagement happened on the first of May; and this signal service he did in it recommended him to the favour of the admiral (Herbert, afterwards earl of Torrington) who gave him the command of the Dartmouth on the third; and the same day being ordered, with some other ships, to convoy some victuallers into Londonderry, in Ireland, that desperate design was carried into execution chiefly by his means; whereupon the enemy was obliged to raise the siege. The commander of the land forces, major-general Kirk, who saw the action, was so highly pleased with the conduct and bravery of it, that he gave Mr. Leake a company in his own regiment, which he enjoyed

enjoyed many years after he was a flag-officer.

The importance of rescuing London-derry from the hands of king James, raised the captain likewise in the navy; and, the Dartmouth being paid off, he had the command given him of the Oxford, a fourth rate of fifty-four guns; and the year following, 1690, was promoted to the Eagle, a third rate of seventy guns. While he held this command, he was very instrumental in clearing lord Torrington from the charge of misconduct, in the engagement with the French fleet off Beachy-head. Sir Ralph Delaval, who had been vice-admiral in the engagement, presided at the court-martial held on this occasion, December 10, 1690, at Sheerness. Captain Leake was one of the judges, and when he found the court wavering in their opinion, and it was insinuated, that all the eyes of the kingdom were upon them, expecting justice to condemn the admiral, and that even both threats and promises were urged, to work upon the members of the court to find him guilty, captain Leake
generously

generously undertook to defend his cause, examined every particular of his lordship's conduct, and so fully justified him, that he brought over the majority to acquit him.

In 1692, the distinguished figure he made in the famous battle off La Hogue, procured him the particular friendship of Mr. Churchill, brother to the duke of Marlborough; but, the Eagle being therein disabled for service, he accepted of the Plymouth, a third rate of sixty guns, which was given him the same day. In 1693, he was preferred to the Offory, a second rate; in which he behaved on all occasions with great reputation, till the end of the war. Mr. Leake's father died in July, 1696, in the sixty-eighth year of his age, at Woolwich. The captain at that time was engaged with the grand fleet in the Soundings; and, in his absence, his friends had procured for him his father's places of master-gunner of England, and store-keeper at Woolwich: but Mr. Leake declined the offer of succeeding him. He had fixed his eye upon a commissioner's place in the navy, and, no doubt, might

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have obtained it, by the interest of admiral Russel, Sir George Rooke, and Sir Cloudesly Shovel, who were his friends, besides admiral Churchill; but, upon opening his mind to this last, that gentleman prevailed with him not to think of quitting the sea, and soon brought him into action there again, procuring him a commission for the Kent, a third rate of 70 guns, in May 1699. This ship being discharged the February following, he was in 1700 made captain of the Berwick, a third rate of 70 guns. Upon the prospect of a new war, he was removed to the Britannia, the finest first rate in the navy; of which he was appointed in January, 1701, first captain of the three under the earl of Pembroke, newly made lord high admiral of England.

This was the highest station he could have as a captain, and higher than any private captain ever obtained either before or since. But upon the earl's removal, to make way for prince George of Denmark, Mr. Leake's commission under him becoming void, in May 1702, he accepted

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SIR JOHN LEAKE. 15

of the Association, a second rate, till an opportunity offered for his farther promotion, which soon happened; for, upon the declaration of war against France, he received a commission, June 24th, that year, appointing him commander in chief of the ships designed against Newfoundland. He arrived there with his squadron in August, and, destroying the French trade and settlements, restored the English to the possession of the whole island. Upon his return home, he was appointed rear admiral of the blue on the 9th of December, and vice-admiral of the same squadron the 1st of March following; but he declined the honour of knighthood, which was offered him on this promotion to the flag, which however he accepted in February the following year, when he was engaged with admiral Rooke in taking Gibraltar; soon after which, he particularly distinguished himself in the general engagement off Malaga. He commanded the leading squadron of the van, with which, consisting of six ships only, he drove that of the enemy, consisting of thirteen, out of the

line of battle, so much disabled, that they never returned to the fight. And, being left with a winter guard at Lisbon for those parts, he relieved Gibraltar in 1705, which the French had besieged by sea, and the Spaniards by land, and reduced to the last extremity.

Arriving there on the 29th of October, two French men of war of 36 guns each, a frigate of 30, another of 16, a fire-ship of 24, a store ketch laden with powder and shells, two English prizes, besides many other vessels, all, at his coming into the bay, the French immediately run ashore and burnt; so that not one of them escaped. He arrived so opportunely for the besieged, that two days would, in all probability, have sunk them beyond hope. For the enemy, by the help of rope-ladders, found means to climb up the rocks, and got upon the mountains through a way that was thought inaccessible, to the number of 500 Spaniards, where they had remained several days. At the same time they had got together a great number of boats from Cadiz, and other parts, to
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land 3000 men at the New Mole. These, by making a vigorous assault on the sea-side, were designed to draw the garrison to defend that attack, whilst the 500 concealed men rushed into the town; there being also a plot (as was discovered some days afterwards) for delivering it up; but this was prevented by Sir John's seasonable arrival. For the men upon the hill now despairing of success, though they had bound themselves by an oath not to fall into the enemy's hands; yet, hunger drawing them out of their ambuscade, they were discovered the day after Sir John's arrival; whereupon he detached out of the fleet 500 marines and seamen to assist the garrison, whilst colonel Bur, with 500 men, marched out of the town, and attacked them with such vigour, that, notwithstanding their oath, 190 common soldiers, with a colonel, lieutenant-colonel, a major, and 50 captains, lieutenants, and ensigns, were glad to take quarter; the remaining part, more desperate, to the number of 200, were killed on the spot; the rest, who endeavoured to make their

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escape by the same way that they came, fell headlong down the rock ; so that few, if any, returned to the camp.

In February Sir John was appointed vice-admiral of the white, and in March he relieved Gibraltar a second time. Before his departure the first time, he had procured 2000 recruits from England, which were put into the town the beginning of December, 1704, and on the 23d he set sail for Lisbon, where he received advice that the siege was continued, that great incursions were sent to it by land from the Spaniards, and that the French had invested it with a large fleet by sea, under baron Pointi. On March the sixth he set sail for that place, and on the tenth attacked five ships of the French fleet coming out of the bay, which were taken or destroyed, and baron Pointi died soon after of the wounds he received in the battle. The rest of the French fleet having intelligence of Sir John's coming, had left the bay the day before his arrival. He had no sooner anchored, but he received a polite letter of thanks from the prince of Hesse, accompanied

panied with a present of a gold cup on the occasion. This blow struck a panic all along the whole coast, of which Sir John received the following account in a letter from Mr. Hill, envoy at the court of Savoy: "I can tell you, says he, your late success against Mr. Pointi put all the French coast into a great consternation, as if you were come to scour the whole Mediterranean. All the ships of war, that were in the road of Toulon, were hauled into the harbour, and nothing durst look out for some days." In short, the effect at Gibraltar was, that the enemy entirely raised the siege, and marched off. So that this important place was secured from any further attempts of the enemy. We have hardly an instance where an admiral and a general have agreed, like the prince of Hesse and Sir John Leake, who sacrificed all private views and passions, with a disinterested regard and stedfast perseverance for the public good. No difficulties, no dangers, no fatigues, no advantages, no punctilios, could disunite them; but they acted as by a sym-

a sympathy of nature, arising from a like generosity and bravery of mind. It was this that crowned their endeavours with a glorious success, which will be remembered while Gibraltar remains a part of the British possessions; and that, it is hoped, will be as long as trade and navigation continue to flourish.

In 1705 Sir John was engaged in the reduction of Barcelona, after which, he concerted an expedition to surprize the Spanish galleons in the bay of Cadiz, which he would certainly have effected, had it not been for the ill-behaviour of the confederates the Portuguese and Dutch. In 1706 he relieved Barcelona, reduced to the last extremity, and thereby occasioned the siege to be raised by king Philip. This was so great a deliverance of his competitor, king Charles, afterwards emperor of Germany, that he annually commemorated it by a public thanksgiving, on the 27th of May, as long as he lived. The siege being raised May 2d (N. S.) was attended with a total eclipse of the sun, which did not a little increase the enemy's consternation,

nation, as if the heavens concurred to defeat and put to shame the designs of the French, whose monarch had assumed the sun for his device. In allusion to which, the reverse of the medal, struck by queen Anne on this occasion, represented the sun in eclipse over the city and harbour of Barcelona. After this success at Barcelona, Sir John reduced the city of Carthage; from whence, proceeding to those of Alicant and Joyce, they both submitted to him; and he concluded the campaign of that year with the conquest of the city and island of Majorca. Upon his return home, prince George of Denmark presented him with a diamond ring of 400 l. value, and he had the honour of receiving a gratuity of 1000 l. from the queen, as a reward for his services. Upon the unfortunate death of Sir Cloudesly Shovel, in 1707, he was made commander in chief of her majesty's fleet. In this command he returned to the Mediterranean, and surprizing a convoy of the enemy's corn, sent it to Barcelona, and thereby saved that city and the confederate

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rate army from the danger of famine, in 1708; soon after this, convoying the new queen of Spain to her consort, king Charles, he was presented by her majesty with a diamond ring of 300 l. value. From this service he proceeded to the island of Sardinia, which being presently reduced by him to the obedience of king Charles, that of Minorca was soon after surrendered to the fleet and land forces. Having brought the campaign to so happy a conclusion, Sir John returned home, where, during his absence, he had been appointed one of the council to the lord high admiral, and was likewise elected member of Parliament both for Harwich and Rochester, for the latter of which he made his choice. In December the same year he was made a second time admiral of the fleet. In May 1709 he was constituted rear-admiral of Great Britain, and appointed one of the Lords of the admiralty in December following. Upon the change of the ministry in 1710, Sir John was appointed first commissioner of the admiralty, but he declined that post, as too hazardous,
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on account of the divisions at that juncture, and so was continued first in the new commission, though not first commissioner: in which station he was not accountable, more than any of the rest, for the proceedings of the board, though he sat in the chair, and represented the first commissioner. In August 1713, the earl of Strafford was appointed first commissioner, but being abroad, all the management still lay upon Sir John, though, after this, but the second in the commission. The same year he was chosen, a second time, member for Rochester; and was made admiral of the fleet the third time in 1711, and again in 1712, when he conducted the English forces to take possession of Dunkirk. It is observable, that he had the good fortune to begin the war with the first remarkable instance of success, the expedition to Newfoundland, and to close it with this last remarkable issue of a long course of success. Before the expiration of the year, the commission of admiral of the fleet was given to him a fifth time.

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He was also chosen representative for Rochester a third time.

Upon her majesty's decease, August 1, 1714, his post of rear admiral was determined, and he was superseded as admiral of the fleet by Matthew Aylmer, Esq. the November following. In the universal change that was made in every branch of the public affairs, upon the accession of king George I. admiral Leake could not expect to be accepted. He continued to preserve his honour and gratitude for the memory of his royal mistress after her decease, and spared not to testify it, and never went to court: this behaviour was made a handle for getting him off with a short pension of 600 l. a year. Sir John resented this proceeding, as what he had not deserved, and was hardly prevailed with to accept the pension, which being full taxed and ill paid, did not amount to clear 500 l. a year. After this he lived privately, and building a little box at Greenwich, he spent part of his time there, retreating sometimes to a country house he had at Beddington in Surry. Sir John married

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married a daughter of captain Hill, of Yarmouth; by whom he had one son, an only child, whose misconduct gave him a great deal of uneasiness. He married disgracefully, and having spent all his fortune about the time that his father retired, depended upon him for a support. Except in this instance, Sir John passed his life in great tranquillity, and in perfect health, only a defluction in his eyes was sometimes troublesome. Sir John died at Greenwich, August 1, 1720, in the sixty-fifth year of his age; and, on the 30th, his body was interred at stepney, with all the honours due to his rank.

Sir John Leake, as to his person, was of a middle stature, well set and strong, a little inclined to corpulency, but not incommôdiouſly ſo; his complexion was florid, his countenance open, his eyes ſharp and piercing, and his addreſs both graceful and manly. He had a good conſtitution, hardly knowing what it was to be ſick. Though he drank his bottle freely, yet he was never diſguiſed, nor impaired his health by it. His diſpoſition was naturally

turally cheerful and good-humoured, free and open, unless before strangers a little reserved at first, but it soon disappeared. Though he had no classical learning, yet, having very good natural parts, few men expressed themselves more properly either in writing or speaking. His passions, tho' strong, yet never betrayed him into any indecency; his heat was soon pacified, and ready to forgive; no man being more humane. In his dress he was neat and plain, never very fine; being as free from vanity as from pride, which knew him not.

He was certainly one of the best seamen this island has produced, being a perfect master both in theory and practice. He likewise understood ship-building, gunnery, fortification, and the discipline of the land service, wanting only practice to have made him a good land officer and engineer. His courage was of the keener sort, without being rash. He would endure the fatigue of any difficulties, and had great presence of mind in any danger; being of opinion, that the bravest man would always carry it. In councils of war, where it was

too often insinuated, that the undertaking was impracticable, if we had not a great superiority, or there was nothing but honour to be gained by it, Sir John usually replied, let us make it practicable; and before he proposed any enterprize, was well prepared to answer all objections, and even to carry it immediately into execution. This prudent forecast, on which he laid all his undertakings, drew a great deference to his opinion, and made him fortunate in all his designs, which being executed with great vigour, were attended with that glorious success that justly gained him the characteristic epithets of the brave and fortunate admiral. As he was never proud of his own fortune, so he never envied that of others, nor attempted to supplant them; he set himself wholly to perform the business he was engaged in, and in every station acquitted himself with fidelity and the greatest modesty, being rather too backward to serve his own friends. He hated every thing that was mean or mercenary, and in his whole life never pursued an enterprize with any bye-end to himself. He

disregarded both riches and grandeur. He shunned the honour of knighthood for some time, and refused the post of first commissioner of the admiralty; he refused to be a peer.

As to his political principles, he was for the establishment both in church and state. No man was more sensible of the benefits to this kingdom by the protestant succession in the house of Hanover, at the same time that he retained a dutiful and most grateful regard to the memory of queen Anne, as the best of women, the best of queens, and the best of mistresses.

In private life, no man was a better husband, a better father, or a more sincere friend; never happier than when in his family; and among his particular acquaintance he had a generosity which took pleasure in serving others. Few men were freer from vice of all kinds; even that of swearing, so generally practised among sea commanders in his time, he was rarely guilty of: and, to conclude, he was not only morally but christianly virtuous. He had a just sense of religion, causing divine worship
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LORD DARTMOUTH. 29

to be duly observed, and countenanced it by his own example. To sum up all; he was a virtuous, humane, generous, gallant man, and one of the greatest admirals of his time, as his actions demonstrate: and one thing can be said of him, which can be said of no other admiral, that he never betrayed one mistake, or had his conduct once censured.

THE LIFE OF

GEORGE LORD DARTMOUTH.

GEORGE LEGGE, baron of Dartmouth, an eminent naval commander, was the eldest son of colonel William Legge, groom of the bed-chamber to king Charles I. and was brought up under the brave admiral Sir Edward Spragge. He entered the navy at seventeen years of age, and before he was twenty, his gallant behaviour recommended him so effectually to

his majesty, that in 1667 he promoted him to the command of the Pembroke. In 1671 he was appointed captain of the Fairfax, and the next year removed to the Royal Catharine, in which ship he obtained a high reputation, by beating off the Dutch after they had boarded her, though the ship seemed on the point of sinking; and then finding the means of stopping her leaks, he carried her safe into port. In 1673 he was made governor of Portsmouth, master of the horse, and gentleman to the duke of York. Several other posts were successively conferred upon him, and in December 1682, he was created a peer by the title of the baron of Dartmouth, in Devonshire. The port of Tangier having been attended with great expence to keep the fortifications in repair, and to maintain in it a numerous garrison to protect it from the Moors, who watched every opportunity of seizing it, the king determined to demolish the fortifications, and bring the garrison to England; but the difficulty was to perform it without the Moors having any suspicion of the design. Lord Dartmouth

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was appointed to perform this difficult affair, and for that purpose was, in 1683, made governor of Tangier, general of his majesty's forces in Africa, and admiral of the fleet. At his arrival he prepared every thing necessary for putting this design in execution, blew up all the fortifications, and returned to England with the garrison; at which king Charles II. was so highly pleased, that he made him a present of ten thousand pounds.

When James II. ascended the throne, he was raised to the posts of master of the horse, general of the ordnance, constable of the Tower of London, captain of an independent company of foot, and one of the privy-council. That king placed the highest confidence in his friendship; and on his being thoroughly convinced that the prince of Orange intended to land in England, he appointed him commander of the fleet; and had he not been prevented by the wind and other accidents from coming up with the prince of Orange, a bloody engagement would doubtless have ensued.

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After the revolution he retired from public business, but his always expressing a high regard for the abdicated king, rendered him suspected of carrying on a correspondence with him; upon which he was committed to the Tower. While he was there, the sailors gave a proof how much he was beloved by them. A report had for some time prevailed that he was ill used in the Tower, on which they assembled in great numbers on Tower-hill, and expressed their resentment in such terms, that it was thought expedient to desire the lord Dartmouth to confer with them; which he accordingly did, and fully satisfied them that the report had not the least foundation; upon which they gave a loud huzza, and immediately dispersed. He died in the Tower, on the 21st of October, 1691, in the forty-fourth year of his age.

THE LIFE OF SIR DAVID MITCHEL.

SIR David Mitchel was descended from a worthy family in Scotland, and at sixteen years of age put apprentice to the master of a trading vessel at Leith, with whom he continued seven years. He afterwards served as mate aboard several ships, particularly in northern voyages ; by which he not only acquired great skill as a seaman, but attained most of the modern languages ; which, with his extraordinary skill in the mathematics, and other genteel accomplishments, recommended him, after his being pressed to sea in the Dutch service, to the favour of his officers.

At the revolution, being remarkable for his skill in maritime affairs, and his attachment to the government, he was appointed a captain, and soon distinguished and promoted, so that in 1693 he commanded the squadron that convoyed the king to Holland, and by this means having

ing an opportunity of frequently conversing with his majesty, became so much in his favour, that in the next promotion he was made rear admiral of the Blue, and soon after appointed one of the grooms of his majesty's bed-chamber. In 1694 Sir David Mitchel, being then a knight, and rear admiral of the Red, sailed with admiral Russel into the mediterranean; and on the admiral's return home, he was made commander in chief of a squadron left in those seas. In 1696 he served under Sir George Rooke, with whom he lived in great friendship. He afterwards brought over from Holland, and carried back Peter the Great, emperor of Russia, and also attended him during the whole time he stayed in England, and his majesty, who often declared that he had learned more of maritime affairs from him, than from any other person whatever, offered him the highest preferments in Muscovy, if he would accompany him thither; but this proposal was neither agreeable to Sir David's circumstances nor inclinations; for having been appointed gentleman of the black rod, on the death of Sir Fleetwood Shepherd,

SIR DAVID MITCHEL. 35

Shepherd, and having also his pay as vice-admiral, he had no reason to quit his native country, even to oblige so great a prince. His skill and conduct as a seaman, and his perfect acquaintance with every branch of naval affairs, rendered him extremely useful, and his polite behaviour made him agreeable to every administration. Upon the accession of queen Anne, Sir David was appointed one of the council to prince George of Denmark, as lord high admiral, in which high office he continued till the year before the prince's death, when he was laid aside; but upon another change of affairs he was sent over to Holland to expostulate with their high mightinesses upon the deficiencies of their quota during the continuance of the war, which commission he discharged with great honour. This was the last public act of his life, for soon after his return to England he died at his seat, called Popes, in Hertfordshire, on the 1st of June, 1710.

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THE LIFE OF SIR WILLIAM MONSON.

SIR William Monson, an English admiral of great bravery, was the third son of Sir George Monson, of South Carlton in Lincolnshire, and was born in the year 1569. He studied two years in Baliol college, Oxford; but being of an active and martial disposition, he grew weary of a contemplative life, and went early to sea in the condition of a private man. He had the command of a ship in 1587, and in 1589 was vice admiral to the earl of Cumberland in his expedition to the Azore islands, and at the taking of Fayal, in their return, suffered the most dreadful hardships. “ The extremity we endured, “ says he, was more terrible than beset “ any ship in the eighteen years war. For “ sixteen days together we never tasted a “ drop of drink, either beer, wine, or “ water; and though we had plenty of “ beef and pork of a year’s salting, yet “ did

SIR WILLIAM MONSON. 37

“ did we forbear eating it, for fear of making us the drier. Many drank salt water, and those that did died suddenly, and the last words they usually spoke were drink, drink, drink! and I dare boldly say, that of five hundred men that were in that ship seven years ago, at this day there is not a man alive but myself and one more.”

He afterwards served a second time under the earl of Cumberland, when they took several Spanish ships, and captain Monson being sent to convoy one of them to England, was taken, after a long and bloody fight, by six Spanish gallies; and afterwards detained as an hostage for the payment of certain covenants, and being carried to Portugal, was confined in prison two years at Calcais and Lisbon.

In 1596 he served in the expedition to Cadiz, under Walter Devereux, earl of Essex, to whom he was of great service by his wife and moderate counsel, and was deservedly knighted. He was afterwards employed in several other expeditions, and was highly honoured and esteemed during
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the reign of queen Elizabeth. In 1604 he was appointed admiral of the Narrow Seas, in which station he continued till 1616, during which time he supported the honour of the English flag against the insolence of the infant commonwealth of Holland, and protected our trade against the encroachments of France.

In 1616, however, he was imprisoned in the Tower; but on his being examined by the lord chief justice Coke and secretary Winwood, he was discharged; and soon after he published a vindication of his conduct, with an account of the insolence of the Dutch. At length, in 1635, it being found necessary to equip a large fleet, in order to break a confederacy forming between the French and Dutch, he was appointed vice admiral in that armament, and performed his duty with great honour and bravery. This was the last service he performed; for he spent the remainder of his days in peace and privacy at his seat at Kinnerley in Surry, where he digested and finished his Naval Tracts, and died there in February 1642-3, in the 73^d year of his age.

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THE LIFE OF
EDWARD MONTAGUE,
EARL OF SANDWICH.

THIS was the only surviving son of Sir Sidney Montague, the youngest of six sons of Edward, lord Montague of Boughton. He was born on the 27th of July, 1625, and having received all the advantages which a liberal education could bestow, he came very early into the world, and into public business. He married, when he was little more than seventeen years of age, the daughter of Mr. Crewe, afterwards lord Crewe of Stene; and being thought more warmly affected to the cause of the parliament than his father Sir Sidney Montague, (who had been expelled his seat for refusing to take an oath to live and die with the earl of Essex, and assigning such reasons for his refusal as gave offence to the house) received a commission, dated August 20, 1643, to raise and

command a regiment in the service of the parliament. This colonel Montague, tho' only eighteen years of age, performed; and the interest of his family being very extensive, he took the field in six weeks. He was present at the storming of Lincoln, on the 6th of May, 1644, which was one of the warmest actions during the course of the civil war. He was likewise in the battle of Marston-moor, fought on the second of July, the same year, where he greatly distinguished himself; insomuch that soon after, when the city of York offered to capitulate, he was appointed one of the commissioners for settling the articles, though he was then only in his nineteenth year.

In 1645, he was present at the battle of Naseby; and in the month of July, in the same year, he stormed the town of Bridgewater. In September, he commanded a brigade in the storm of Bristol, where he performed very remarkable services; and on the 10th of September, 1645, subscribed the articles of capitulation, granted to prince Rupert, on the delivery of that important



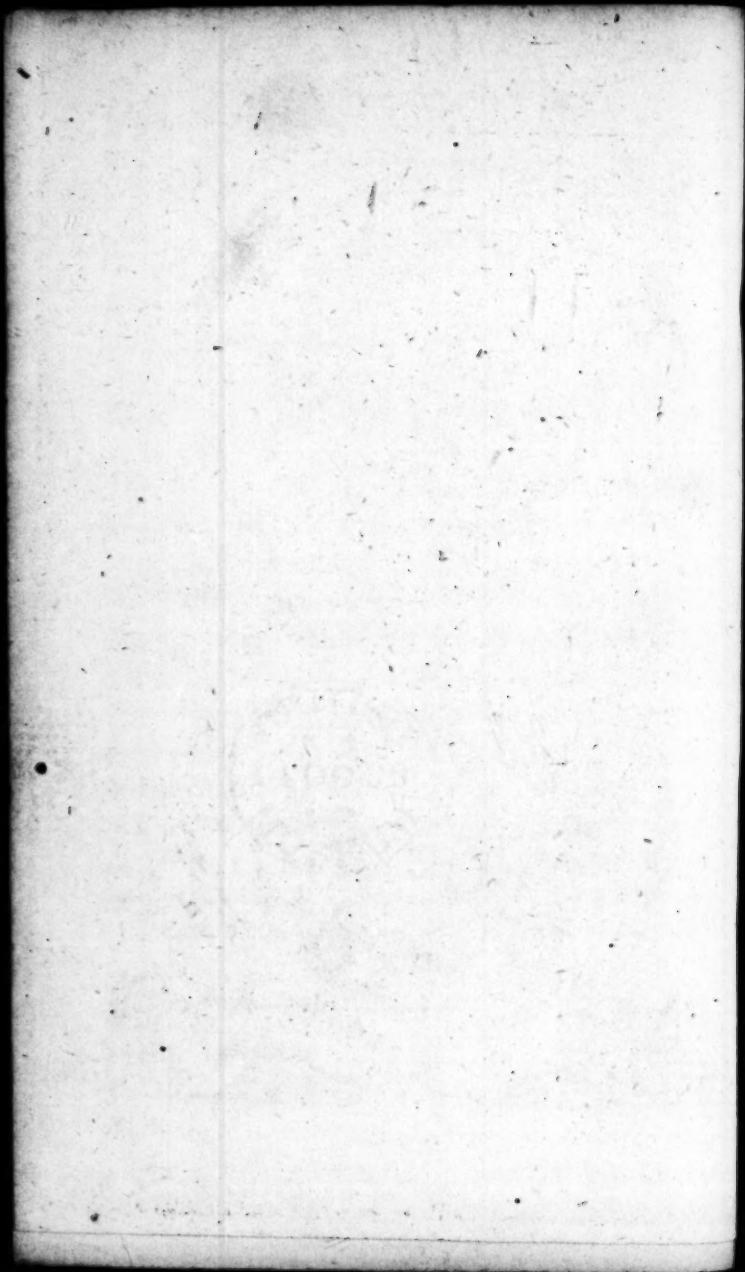
Lord Montague.



Lord Peterborough.

portant place to the parliament. He sat in the house of commons, as knight of the shire for Huntingdon, before he was of age; and he had afterwards a seat at the board of Treasury under Cromwell. After the Dutch war was over, he was brought into a command of the fleet, and was made choice of by the Protector to be joined with Blake in his expedition into the Mediterranean.

He found a variety of difficulties to struggle with, at the very entrance of this affair; many of the officers being displeased with the service in which they were to be engaged, and some insisting on laying down their commission. He managed this intricate business with great prudence and dexterity, so as to shew a due regard to discipline, without running into any acts of severity: and this had a very happy effect, since, by that time he came to sail, the fleet was tolerably well settled, and the officers disposed to act in obedience to orders. In the spring of the year 1656, we find him in the Mediterranean, where himself, and his colleague, Blake,



LORD MONTAGUE. 41

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meditated great things. They once thought of attacking the Spanish fleet in the harbour of Cadiz; but after attentively considering the port, it was resolved in a council of war, that such an attempt was impracticable. The fleet then stood over to the opposite shore of Barbary, in order to repress the insolence of the Tripoli and Sallee Rovers, which was found no very easy task; and therefore admiral Montague could not forbear intimating his desire, that we should have some good port in Africa, which he believed might answer various ends, and especially conduce to the preservation of our trade in the Levant. The fleet afterwards returned into the road of Cadiz, where they made prize of two Spanish galleons. A full account of their strength, and the money on board them, admiral Montague sent into England, as soon as they were taken: and when he afterwards had received directions to convoy the prizes home, he sent another account of the silver on board them, which was to a great amount. When he returned to England, he was much caressed by the protector;

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protector; and the parliament returned his thanks by their speaker for his services to the state.

In the year 1657, he was appointed to command the fleet in the downs, and accordingly joined it the latter end of the month of July. The design of this fleet was to watch the Dutch, to carry on the war with Spain, and facilitate the enterprise of Dunkirk; and in all these he did as much as could be expected from him. Towards autumn, he thought fit to make a journey to the camp of marshal Turenne, with whom he had a conference, as to the properest method of carrying on the war. All this time he seems to have been in the highest favour with the protector, and to have had the greatest intimacy with his family; and yet the admiral had thoughts of retiring from public business; but for what reasons cannot now be determined. However, after the death of Oliver Cromwell, and the setting up of his son Richard, admiral Montague accepted the command of a large fleet, which was sent to the north: on board of which he embarked

barked in the spring of the year 1659, and on the 7th of April he wrote to the king of Sweden, the king of Denmark, and the Dutch admiral Opdam, to inform them of the motives that induced the protector to send so great a fleet into the Baltick; and that his instructions were not to respect the private advantage of England by making war, but the public tranquility of Europe, by engaging the powers of the North to enter into an equitable peace.

Before he sailed, the parliament enjoined him to act only in conjunction with their commissioners colonel Algernon Sydney, Sir Robert Honeywood, and Mr. Thomas Boon. And it is supposed that his disgust at this, and at their giving away his regiment of horse, occasioned him to leave England in no very warm disposition for their service. However, when he arrived in the Sound, he took his share with other ministers in negotiation, and made it sufficiently evident, that his genius was equally capable of shining in the cabinet, or commanding at sea, or on shore. But whilst he was thus employed, king Charles sent a person with

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with two letters, one from himself, and another from lord chancellor Hyde, containing arguments and promises calculated to induce admiral Montague to withdraw himself from the service of the Parliament. But what the king now desired of him was, a speedy return to England, that the fleet might be ready to act in conjunction with Sir George Booth, and other persons, who were already disposed to bring about a restoration. These letters had such an effect upon Montague, that he entered heartily into the scheme, and immediately set about putting it in execution.

This defection of the admiral from the interest of the parliament, could not escape the penetration of Algernon Sydney. He presently discerned some change in the conduct of Montague, and pursued his discoveries so closely, that he almost obtained his whole secret. The admiral, observing his suspicions, called a council of war, wherein he made a speech, by which he prevailed on the rest of the officers to concur with him in his design of return-
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ing home. After which he weighed immediately and sailed for England. But on his arrival, Montague found things in a very unexpected situation: Sir George Booth in the Tower, the parliament in full possession of their authority, and a warm charge against himself, come to hand from colonel Sydney. However, he set out for London, and attended the parliament; and gave so plausible an account of his conduct, that though they were dissatisfied with him, yet not having sufficient evidence against him, they contented themselves with dismissing him from his command.

Mr. Montague then retired to his own estate. But when other and more effectual measures were again adopted for restoring king Charles, he was re-placed in his former post in the navy by the influence of general Monk. He sent the king a list of such officers in the fleet as might be confided in, and of such as he apprehended must be reduced by force: and he exerted himself to the utmost in bringing about the restoration. He had the honour

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nour of convoying king Charles to England; and that prince, two days after his landing at Dover, created him a knight of the garter. Our admiral's services were also rewarded soon after, by the king's creating him baron Montague, of St. Neots in the county of Huntingdon, viscount Hinchinbroke in the same county, and earl of Sandwich in Kent. He was likewise sworn a member of the privy council, appointed master of the king's wardrobe, admiral of the Narrow Seas, and lieutenant admiral to the duke of York, as lord high-admiral of England. At the king's coronation, his lordship carried St. Edward's staff, and was now looked upon as one of the principal ministers of state, as well as the person chiefly intrusted with the care of the fleet. And he constantly attended the council, when any transactions relating to foreign affairs were under debate.

In the month of September, 1660, the earl of Sandwich went with a squadron of nine men of war to Helvoetsluys, to bring over the king's sister, the princess of Orange; and upon this occasion he received
great

great honours in Holland. On the 24th of the same month the fleet returned, and his majesty and the duke of York going on board the admiral's ship, named the Resolution, lay there that night, and reviewed and examined the squadron the next morning.

A treaty of marriage having been concluded between king Charles II. and the Infanta of Portugal, with whom he was to receive a portion of 300,000*l.* the island of Bombay in the East Indies, and the city of Tangier in Africa; it became necessary to send a fleet to bring over the queen, and to secure Tangier against any attempt from the Moors. For this purpose the earl of Sandwich was again sent with a numerous fleet, which sailed on the 19th of June, 1661, from the Downs, after having been first visited by the duke of York. His lordship sailed first to London, and from thence to Tangier, which place was put into the hands of the English on the 30th of January, 1662, when the earl of Peterborough marched into it with an English garrison,
and

and had the keys delivered to him by the Portuguese governor. The admiral then returned to Lisbon, where he received the queen's portion, consisting in money, in jewels, sugars, and other commodities, and in bills of exchange, and then sailed with her majesty for England, and arrived at Spithead the 14th of May, 1662.

At the beginning of the Dutch war, in 1664, the duke of York took upon him the command of the fleet as high admiral, and the earl of Sandwich commanded the blue squadron; and by his industry and care a great number of the enemy's ships were taken, and the best part of their Bourdeaux fleet. In the great battle, fought the 3d of June 1665, wherein the Dutch lost their admiral Opdam, and had eighteen men of war taken, and fourteen destroyed, a large share of the honour of the victory was justly given to the courage and conduct of the earl of Sandwich; who, about noon, fell, with the Blue Squadron, into the center of the enemy's fleet; and thereby began that confusion, which

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ended

ended soon after in a total defeat of the enemy.

Soon after this, the fleet, after having returned home to refit, was commanded by the Earl of Sandwich, as the duke of York had now repaired to court. And on the 4th of September, 1665, the earl took eight Dutch men of war, two of their best East India ships, and twenty sail of their merchantmen. Also on the 9th of September, a part of the fleet fell in with eighteen of the Hollanders, the greatest part of which they took, with four Dutch men of war, and above 1000 prisoners.

On his return to England, the earl of Sandwich was received with distinguished marks of royal favour; and our affairs in Spain requiring an extraordinary embassy, the king dispatched his lordship to the court of Madrid, to mediate a peace between the crowns of Spain and Portugal. He managed this negotiation with great ability, and not only concluded a peace between those two nations, to their mutual satisfaction, but also concluded with the court of Spain, the most beneficial treaty

treaty of commerce that ever was made for this nation.

On the breaking out of the last Dutch war, lord Sandwich went to sea with the duke of York, and commanded the Blue Squadron. The fleet was at sea in the beginning of May, and on the 28th of that month came in sight of the Dutch fleet about break of day. An engagement began between the two fleets about eight o'clock in the morning. And on this occasion the earl of Sandwich, in the Royal James, a ship of an hundred guns, gave the most signal proofs of his valour. He was first attacked by a large Dutch ship, named the Great Holland, commanded by captain Brackell, followed by a fire-ship; which was soon seconded by the Dutch rear-admiral Van Ghent, with his whole squadron. Brackell, though of much less force, depending on the assistance of his friends, who had the advantage of the wind, grappled the Royal James; and while the earl was engaged with him, he was attacked by Van Ghent, with several other men of war and fire ships, against all which he

defended himself with great vigour. The Dutch rear-admiral, Van Ghent, was soon taken off with a canon shot; three of their fire-ships, and a man of war, which would have laid the earl on board, on the other side, were sunk; and, at length, he was disengaged from Brackell's ship, with which he had been grappled an hour and an half, and had reduced her to the state of a wreck, wounded her commander, killed and wounded almost all his officers, and above two thirds of his men. He had now defended himself and repulsed the enemy with the utmost bravery, for five hours together, and it was believed might have made an honourable retreat too. But he would not be persuaded to desist from the unequal combat, though not seconded, as he ought to have been, by his squadron. At length, another Dutch fire-ship, covered by the smoke of the enemy, grappled the Royal James, and set her in a flame. And the brave earl perished in her, with several other gallant officers.

Such was the end, on the 28th of May, 1672, of Edward earl of Sandwich! He

was

was a nobleman of great abilities, of extraordinary courage, of uncommon skill in all naval affairs, and possessed of many personal accomplishments. Bishop Parker says, " he was a gentleman adorned with all the " virtues of Alcibiades, and untainted by " any of his vices ; of high birth ; capable of any business ; full of wisdom ; a " great commander at sea and land ; and " also learned and eloquent, affable, liberal and magnificent." The earl was always against regarding any qualification but merit in the preferments of the navy, declaring upon all occasions against shewing favour to the relations of peers, or other persons of distinction, to the prejudice of such as had served longer or better ; and this rendered him the idol of the fleet.

The body of the earl was found near a fortnight after the engagement, an account of which, and of the manner in which he was buried, was inserted in the Gazette in the following terms : ' Harwich. June 10. This day the body of ' the right honourable Edward earl of
E 3 ' Sand-

‘ Sandwich, being by the order upon his
‘ coat discovered floating on the sea by one
‘ of his majesty’s ketches, was taken up,
‘ and brought into this port; where Sir
‘ Charles Littleton the governor receiving
‘ it, took immediate care for its embalm-
‘ ing and honourable disposing, till his ma-
‘ jesty’s pleasure should be known concern-
‘ ing it. For the obtaining of which, his
‘ majesty was attended at Whitehall the
‘ next day, by the master of the said
‘ vessel, who, by Sir Charles Littleton’s
‘ order, was sent to present his majesty with
‘ the George, found about the body of the
‘ said earl, which remained at the time of
‘ its taking up in every part unblemished,
‘ saving some impressions made by the fire
‘ upon his face and breast. Upon which
‘ his majesty, out of his princely regard
‘ to the great deservings of the said earl,
‘ and his unexampled performances in this
‘ last act of his life, hath resolved to have
‘ his body brought up to London, there
‘ at his charge to receive the rites of fune-
‘ ral due to his great quality and merits.’

‘ Gazette,

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' Gazette, July 4. The earl of Sand-
 ' wick's body being taken out of one of
 ' his majesty's yachts at Debtford, on the
 ' 3d of July, 1672, and laid in the most
 ' solemn manner in a sumptuous barge,
 ' proceeded by water to Westminster-
 ' bridge, attended by the king's barges,
 ' and his royal highness the duke of
 ' York's; as also with the several barges
 ' of the nobility, lord mayor, and the se-
 ' veral companies of the city of London,
 ' adorned, suitable to the melancholy oc-
 ' casion, with trumpets and other music,
 ' that sounded the deepest notes. On pas-
 ' sing by the Tower, the great guns there
 ' were discharged, as well as at White-
 ' hall; and about five o'clock in the even-
 ' ing the body being taken out of the barge
 ' at Westminster bridge, there was a pro-
 ' cession to the Abbey church, with the
 ' highest magnificence. Eight earls were
 ' assistant to his son Edward, earl of
 ' Sandwich, chief mourner, and most of
 ' the nobility and persons of quality in
 ' town gave their assistance to his inter-
 ' ment, in the duke of Albemarle's vault,
 ' in

‘ in the north side of king Henry VIIIth’s
 ‘ chapel, where his remains are deposited.’

The earl married *Jemima*, daughter to
 John lord Crew of Stene, by whom he had
 issue six sons, and four daughters. He was
 succeeded in his honours and estates by his
 eldest son Edward.

THE LIFE OF
 CHARLES EARL OF
 PETERBOROUGH.

CHARLES MORDAUNT, earl of
 Peterborough, a celebrated com-
 mander both by sea and land, was the son
 of John lord Mordaunt, viscount Avalon,
 and was born in 1658. In 1675 he succeed-
 ed his father in his honours and estate.
 While young he served under the admirals
 Torrington and Narborough in the Medi-
 terranean, against the Algerines; and in
 1680 embarked for Africa with the earl of
 Plymouth,

LORD PETERBOROUGH. 57

Plymouth, and distinguished himself at Tangier, when it was besieged by the Moors.

He voted against the repeal of the test-act, in the reign of James the Second, and disliking the measures of the court, obtained leave to go to Holland to accept the command of a Dutch squadron in the West Indies. On his arrival he pressed the prince of Orange to undertake an expedition into England, which his highness at that time declined. He afterwards accompanied that prince into this kingdom, and upon his advancement to the throne, was sworn of the privy-council, appointed one of the lords of the bed-chamber to his majesty, first commissioner of the treasury, and advanced to the dignity of earl of Monmouth. In November, 1690, he was however dismissed from his post in the treasury. On the death of his uncle Henry, earl of Peterborough, in 1697, he succeeded to that title, and upon the accession of queen Anne, was invested with the commission of captain-general and governor of Jamaica. In 1705 he was sworn of the privy-council, and declared general

general and commander in chief of the forces sent to Spain, and joint admiral of the fleet with Sir Cloudsley Shovel, of which the year following he had the sole command. He took Barcelona with a very few men, and afterwards relieved it when greatly distressed by the enemy; he drove out of Spain the duke of Anjou, and the French army, which consisted of twenty-five thousand men, though his own troops never amounted to ten thousand; he gained possession of Catalonia, of the kingdoms of Valencia, Arragon, and the isle of Majorca, with part of Murcia and Castile, and thereby gave the earl of Galway an opportunity of advancing to Madrid without a blow. All these are astonishing instances of his bravery and conduct. For these important services his lordship was declared general in Spain by Charles III. afterwards emperor of Germany, and on his return to England he received the thanks of the house of lords. His lordship was afterwards employed in several embassies to foreign courts, installed knight of the garter, and made governor of Minorca. In the reign of
George

George I. he was general of all the marine forces in Great Britain, and continued so in the reign of king George II. He died in his passage to Lisbon, where he was going for the recovery of his health, on the 25th of October, 1735.

He was distinguished by his possessing various shining qualities, for to the greatest personal courage and resolution, he added all the arts and address of a general; a lively and penetrating genius, and a great extent of knowledge upon almost every subject of importance, within the compass of ancient and modern literature; hence his familiar letters, inserted among those of his friend Mr. Pope, are an ornament to that excellent collection.

THE LIFE OF
ALGERNON,
EARL OF NORTHUMBERLAND.

ALGERNON PERCY, earl of Northumberland, and lord high-admiral of England, in the reign of king Charles I. was the son of Henry earl of Northumberland, by Dorothy, the daughter of Walter Devereux, earl of Effex. In the life-time of his father he was created knight of the Bath, and upon his death, on the fifth of November, 1632, succeeded to his titles and estate. In 1635 he was installed knight of the garter; and soon after sworn of the privy-council. In March, 1635-6, he was appointed admiral of sixty sail, a much larger fleet than had put to sea since the death of queen Elizabeth, and took and sunk all the Dutch fishing busses employed upon the British coasts. In the following year he was advanced to the post of lord high-admiral of England; and in 1640 was made
general

L O R D P E R C Y. 61

general of the army levied against the Scots; but being suddenly taken ill, the command of it was given to the earl of Strafford, as lieutenant-general under him.

His lordship, who had as elevated sentiments of liberty as any man, thinking the condition of a nobleman under a despotic government only a more splendid slavery, sided with the patriotic party in 1640, with a view of curbing the power of the king; but was at length hurried by the tide of faction much farther than he intended to go. In 1642 his commission of lord high-admiral was revoked by his majesty. In January, 1642-3, he was appointed one of the parliament's commissioners in the treaty at Oxford, where he behaved with much courage, civility, and address; yet the same year he, the earl of Pembroke, the earl of Salisbury, and several members of the house of commons, were indicted of high treason at Salisbury, for assisting the parliament; but the jury could not be prevailed on to find the bill. The following year an association being passed for Wilts, Dorset, Devon, and Cornwall, the earl,

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with

with several other lords and commissioners, had power to appoint colonels, and other officers, to raise money, &c. The same year he retired to his seat at Petworth, intending to go over to the king at Oxford, if by the lord Conway's negotiation, and the earl of Holland's reception there, he had found encouragement; but being deterred by the usage the earl met with, he returned to the parliament, where he was received with great respect, every body concluding that he never intended to do what he had actually not done. In January, 1644-5, he was one of the commissioners of the parliament in the treaty of Uxbridge, in which he shewed himself very firm against any compliance with the king; for though, says lord Clarendon, "he, who was the proudest man alive, could not then look upon the destruction of monarchy, and the contempt to which the nobility were already reduced, with any pleasure; yet the repulse he had formerly received at Oxford, and the fair escape he had afterwards from incurring the jealousy of the parliament, had made him resolve neither to de-
pend

pend on the one, nor to provoke the other; and was willing to see the king's power and authority so much restrained, that he might not be able to hurt him." In April 1645, the parliament appointed him one of the commissioners of the admiralty; soon after the care of the king's children was committed to him by the house of lords; and in September, 1648, he was one of the commissioners for the treaty with the king in the Isle of Wight. After his Majesty's death he lived a retired life, till just before the restoration, he had a conference with general Monk, and several lords and commoners at his own house, on the subject of using their utmost efforts to restore his Majesty to his full rights, and the church to her possessions, upon a proper provision being made for their own security. His lordship lived several years after the restoration, and died on the 13th of October, 1668.

THE LIFE OF

SIR WALTER RALEIGH.

SIR Walter Raleigh descended from an ancient family in Devonshire, and was born in the year 1552. When but fourteen years of age he was sent to finish his education at the university of Oxford, where he became a commoner of Oriel college. There he distinguished himself both by the strength and vivacity of his genius, and his application to his study: he continued there no longer than three years, for in 1569, being only seventeen years old, he was one of the troop of an hundred gentlemen volunteers, whom queen Elizabeth permitted Henry Champernon to transport into France for the service of the protestant princes. Mr. Raleigh had there a good opportunity of acquiring experience in the art of war, and improving himself in the knowledge of the languages, and of men; he

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Sir Walter Raleigh.



Sir George Rooke.

he did not return till the end of the year 1575, having continued six years in France.

His active disposition did not suffer him to rest long at home, for he entered into the service of the prince of Orange against the Spaniards, in 1578.

Not long after this he had an opportunity of trying his fortune at sea; his half brother, Sir Humphry Gilbert, having obtained a patent to plant and inhabit some northern parts of America, unpossessed by any people in alliance with the queen of England, Mr. Raleigh engaged with a considerable number of gentlemen in an expedition to Newfoundland; but this proved unsuccessful, for divisions arising among the volunteers, Sir Humphry, the general, was, in 1579, obliged to set sail with only a few of his friends; and, after variety of misfortunes at sea, returned with the loss of one of his ships in an engagement with the Spaniards, in which Mr. Raleigh was exposed to imminent danger.

In 1580, upon the descent of the Spanish and Italian forces into Ireland, under

the pope's banner, for the support of the Desmonds in the rebellion in Munster, he obtained a captain's commission; where, under the command of Thomas, earl of Ormond, governor of Munster, he surprised the Irish kerns at Rakele, and having enclosed them, took every rebel upon the spot; among them was one loaded with withies, who being asked, What he intended to have done with them? boldly answered, To have hung up the English churls; upon which captain Raleigh ordered him to be hanged immediately. He assisted likewise at the siege of Fort Del Ore, which the Spanish succours under San Josepho their commander, assisted by their Irish confederates, had raised and fortified as a place of retreat. The lord-deputy himself besieged this fort by land, Sir William Winter, the admiral, attacked it by sea, and captain Raleigh commanded in the trenches; it was, however, on the ninth of November, 1589, obliged to surrender at discretion: when, by order of the lord-deputy, the greatest part of the garrison were put to the sword, the

the execution of which fell to the share of captains Raleigh and Mackworth, who first entered the castle.

During the winter of this year, captain Raleigh had his quarters assigned him at Cork; when observing the seditious practices of David, lord Barry, and other ring-leaders of the rebellion in those parts, to distress the peaceable, and to excite the disaffected to an insurrection, he took a journey to Dublin, and remonstrated to the lord deputy the dangerous consequences of these practices in so striking a light, that his lordship gave him full commission to seize the lands of lord Barry, to reduce him to peace and subjection, by such means as he should think proper; for which purpose he was furnished with a party of horse: but during this interval, the lord Barry himself burnt the castle to the ground, though it was his principal seat, and laid waste the country round it with greater outrage and destruction, than even the zeal of his enemies would have extended to.

Captain Raleigh, in his return to Cork, was attacked by Fitz Edmonds, an old rebel

rebel of Barry's faction, at a fort between Youghal and Cork; he was inferior to Fitz Edmonds in number, yet he forced his way through the enemy, and got over the river; but Fitz Edmonds finding captain Raleigh stand his ground, only exchanged a few rough words with him and retired.

In the year 1581, the earl of Ormond going to England, his government of Munster was given to captain Raleigh, in commission with Sir William Morgan and captain Peers. Raleigh resided for some time at Lismore; but afterwards, returning with his little band of eighty foot and eighty horse, to his old quarters at Cork, he received intelligence, that Barry was at Clove with several hundred men: he resolved to pass through that town, and offer him combat; and accordingly at the town's end met Barry with his forces, whom he charged with prodigious bravery, and put to flight; as he pursued his journey, he overtook another company of the enemy in a plain by a wood side, whom he likewise attacked, though he had only six horsemen with

with him, expecting probably that his company would shortly join him. But the rebels, who had greatly the advantage of numbers, being cut off from the wood, and having no other relief, faced about, and fought very desperately, killing five of the horses belonging to Raleigh's company, and among these his own; and he was in extreme danger himself of being overpowered by numbers, if his servant Nicholas Wright had not interposed; who perceiving his master's horse mortally wounded with darts, encountered six of the enemy at once, and killed one of them; while Patric Fagaw rescued Raleigh, after it had been unsuccessfully attempted by James Fitz Richard, who was then ready to perish; which Raleigh seeing, would not now suffer Wright to fight by him any longer; but ordered him to assist Fitz-Richard, which he immediately did, by rushing into the throng of the enemy, and dispatching him who pressed upon Fitz-Richard, rescuing the latter from the most imminent danger. In this sharp skirmish many of the rebels perished, and

and two were carried prisoners to Cork, where Raleigh performed several other services, till the rebels being reduced, he returned to England, where his eminent accomplishments soon introduced him to the notice of the court, and her Majesty's favour. In February, 1581-2, he was one of those persons of distinction, who by the queen's command accompanied the duke of Anjou to the Netherlands; and in 1582, on his return, brought letters from the prince of Orange to her majesty. In 1583, he engaged in a second expedition with his brother Sir Humphry Gilbert, to Newfoundland; but having been two or three days at sea, a contagious distemper seized his whole crew, and he was obliged to return to port; however, by this accident he escaped the misfortunes of that expedition, in which Sir Humphry, after having taken possession of Newfoundland in the right of the crown of England, in his return home, unfortunately perished: but ill success could not divert Raleigh from a scheme, which he thought was of such importance to his country;

try; he therefore drew up an account of its advantages, and laid it before the queen and council, who were so well satisfied with it, that her majesty granted him letters patent in favour of his project; "containing free liberty to discover such remote heathenish and barbarous lands, as was not actually possessed by any christian, or inhabited by christian people."

Upon this grant, captain Raleigh fitted out two vessels, which reached the gulph of Florida the second of July: they sailed along the shores about one hundred and twenty miles, and at last debarked, on a low land, which proved to be an island called Wokoken. After taking a formal possession of this country in the name of the queen, he carried on a friendly correspondence with the natives, who supplied them with provisions, and gave them furs and deer skins in exchange for trifles; thus encouraged, eight of their crew went twenty miles up the river Occam, and next day came to an island called Roanok, the residence of the Indian chief, whose house was built of cedar, and fortified round

round with sharp pieces of timber. His wife came out to them, and ordered her people to carry them from the boat on their backs, and shewed them many civilities to express her friendly intentions towards them, in the absence of her husband. After having gained the best information they could of the strength of the Indian nations, and of their connections, alliances, and contests with each other, they returned to England, and made such an advantageous report of the fertility of the soil, and healthfulness of the climate, that the queen favoured the design of settling a colony in that country, to which she gave the name of Virginia.

Soon after captain Raleigh's return, he was chosen knight of the shire for his own county of Devon, and the same session received the honour of knighthood, a distinction the more honourable to him, as the queen was extremely cautious and frugal in bestowing of honours; she at the same time granted him a patent to licence the vending of wines throughout the kingdom

dom ; which was, in all probability, a very lucrative one.

Sir Walter was so intent upon planting his new colony of Virginia, that, in 1585, he sent out a fleet of seven sail, under the command of his cousin, Sir Richard Grenville, general of the expedition, who came to an anchor at Wokoken, from whence they sent their compliments to king Win-
 ginia, at Roanok ; after which the general, and a select company, visited many Indian towns, at one of which the Indians having stolen a silver cup, the English burnt the town, and destroyed the cornfields. An act which they had afterwards sufficient reason to repent. The general at last re-
 turning to his fleet, thought fit to weigh anchor, and set sail for England ; when he took in his passage a Spanish prize worth fifty thousand pounds, with which they arrived at Plymouth ; having left behind in Virginia, one hundred and seven persons.

The Spanish prize above-mentioned was not the only circumstance of good fortune which happened to Sir Walter this year ;

the rebellion in Ireland being now totally suppressed, her majesty granted him twelve thousand acres of the forfeited lands; and this great estate he planted at his own expence.

Sir Walter, encouraged by this noble grant, fitted out a third fleet for Virginia; where the colony, having suffered great distresses, had procured a passage into England from Sir Francis Drake, who had visited it in his return from his conquest of St. Domingo, Carthagená, and St. Augustine. Raleigh had, in the spring of that year, sent a ship of one hundred tons for the succour of that colony; but not arriving before the people had left that country, she returned with all her lading to England.

About the latter end of the year 1586, her majesty made Sir Walter Raleigh seneſchal of the duties of Cornwall and Exeter, and lord-warden of the stanneries in Devonshire and Cornwall; but these preferments exposed him to the envy of those who were much his inferiors in merit.

In

In 1587, he prepared a new colony of one hundred and fifty men for Virginia; appointing Mr. John White governor, and with him twelve assistants; and incorporated them by the name of the governor and assistants of the city of Raleigh in Virginia.

On their arrival at Hattaras, the governor dispatched a strong party to Roanok, expecting to find fifteen men that had been left there; but they sought them in vain. They afterwards found that several of them had been murdered by the savages, and the rest driven to a remote part of the country. This new colony having entered into an alliance with the natives, considered that they should want fresh supplies of provisions; and, wanting an agent to go to England, prevailed on their governor to undertake that office, who returned with his ships in the latter end of the year.

Sir Walter, solicitous for the safety of the colony, prepared a fleet to assist them; but the apprehensions of the nation of an invasion from Spain, in 1588, prevented

their sailing ; so that governor White could only obtain two small pinnaces, which had the misfortune to be thoroughly rifled by the enemy, that they were obliged to return back without performing the voyage, to the distress of the planters abroad, and the regret of their patron at home.

About this time, Sir Walter was advanced to the post of captain of her majesty's guard, and was one of the council of war appointed to consider of the most effectual methods for the security of the nation ; upon which occasion he drew up a scheme, which is a proof of his judgment and abilities. But he did not confine himself to the mere office of giving advice ; he raised and disciplined the militia of Cornwall ; and, having performed all possible services at land, joined the fleet with a squadron of volunteers, and had a considerable share in the total defeat of the Spanish armada ; when his merit, upon so important a crisis, justly raised him still higher in the queen's favour, who now made him gentleman of her privy chamber, and

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and granted him some additional advantages to his wine office.

Don Antonio, king of Portugal, being expelled from his dominions by Philip II. of Spain, queen Elizabeth contributed six men of war, and three-score thousand pounds, in order to reinstate him, and encouraged her subjects to concur in that design. Sir Walter Raleigh, with Sir Francis Drake, and Sir John Norris, accompanied that prince to Portugal; and in this expedition, took a great number of hulks belonging to the Hans-towns, laden with Spanish goods, provisions, and ammunition, for a new invasion of England: and his conduct in the whole affair was so pleasing to her majesty, that she honoured him, as well as the other commanders, with a gold chain.

Raleigh had now formed a design against the Spaniards in the West Indies, in order to intercept the plate-fleet, and fitted out a maritime force for that purpose, consisting of thirteen ships of his own and fellow-adventurers; to which the queen added two men of war, the Garland and

Forefight, giving him a commission as general of the fleet, the post of lieutenant-general being conferred on Sir John Burgh.

He set sail in February, 1591-2; but the winds proved so contrary, that he could not leave the coast of England till the sixth of May; and the next day Sir Martin Frobisher followed and overtook him with the queen's letters to recall him; but, imagining his honour engaged in the undertaking, he pursued his course, though he was informed, that the king of Spain had ordered that no ships should sail that year, nor any treasure be brought from the West Indies. But, on the eleventh of May, meeting with a storm off Cape Finisterre, he divided his fleet into two squadrons, committing one to Sir John Burgh, and the other to Sir Martin Frobisher, with orders to the latter to lie off the south cape, to keep in and terrify the Spaniards on their coasts, while the former lay at the Azores for the caracs from the East Indies.

The success of these directions was answerable to the excellent judgment that
formed

formed them; for the Spanish admiral collecting his whole naval power to watch Fro-bisher, left the caracs unguarded, and the Madre de Dios, then esteemed the richest prize ever brought to England, was seized by Sir John Burgh.

In the height of Sir Walter Raleigh's favour with the queen, he fell under her majesty's displeasure for being enamoured with the daughter of Sir Nicholas Throgmorton, one of the queen's maids of honour; and the consequence of the amour discovering the intrigue, her majesty ordered him to be confined for several months, and dismissed the lady from her attendance; to whom he afterwards made the most honourable reparation he could by marriage, in which they were both examples of conjugal affection and fidelity.

In 1569, Sir Walter was so far restored to favour, that he was engaged in the important expedition to Cadiz; wherein the earl of Essex, and the lord high-admiral Howard, were joint commanders. On the twentieth of June they arrived before Cadiz. The lord high-admiral was of opinion

nion that the land-forces should attack the town first, that the fleet might not be exposed to the fire of the ships, of the city, and forts adjacent; and the council of war concurred in this opinion: but, as the earl of Essex was putting his men into boats, in order to land them, Sir Walter, not happening to have been present at the council of war, went directly to the earl, and offered such convincing reasons against it, and for their first falling upon the galleons, and ships in the harbours, that the earl saw the necessity of altering his scheme, and desired Sir Walter to dissuade the admiral from that of landing. He did so; the admiral was convinced; and, by Sir Walter's advice, deferred the attack till the next day.

This attack was attended with wonderful success: the city was taken and plundered; many of the principal ships belonging to the Spaniards were run ashore; and the galleons, with all their treasure, burnt, to prevent their falling into the hands of the English.

Sir

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Sir Walter was restored to the queen's favour in 1597, and performed several other signal services. In 1601 he attended the queen in her progress : but her death proved a great misfortune to Sir Walter ; for her successor king James I. had been greatly prejudiced against him by the earl of Essex ; yet he did not discover his dislike for some time, but treated him with great kindness : however, his majesty's pacific genius could not relish a man of so martial a spirit. He had not been long upon the throne before Sir Walter was dismissed from his post of captain of the guards ; and, soon after, was charged with being engaged in a plot against the king, and with carrying on a secret correspondence with the king of Spain ; but no clear evidence has yet been produced of his having any concern in it, though he was brought in guilty, and sentenced to die.

Sir Walter, not long after his confinement in the Tower, upon the unwearied solicitations of his lady, who petitioned the king that she might be a prisoner with him, was allowed the consolation of her company.

company, and his younger son Carew was born there in 1604.

The February following his majesty made him a grant of his forfeited estate, for the benefit of his wife and children; but this was only for his own life, for he had, on his resolving to accept of a challenge from Sir Amias Preston some years before, made it over to his eldest son. But he did not long enjoy it; for Car, the king's new favourite, having no fortune of his own, looking out for one, discovered a flaw in the conveyance, upon which an information being exhibited in the exchequer, judgment was given for the crown, and Sherborne, and some other of his estates, were given to Car in 1609, the king being inflexible to all the petitions of the lady Raleigh for herself and her children.

This great man softened the rigours of his long confinement in an application to various kinds of studies. And though he had the queen's protection, and prince Henry for his patron, during the height of the earl of Somerset's favour, yet he could not obtain his liberty till after the condemnation

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nation of that favourite for the murder of Sir Thomas Overbury: but at last, by means of fifteen hundred pounds given to a relation of the new favourite, Sir George Villers, he procured his liberty, after above twelve years confinement in the Tower.

Being now at large, Sir Walter had the means of prosecuting his old scheme of Guiana, and his majesty granted him a patent for that purpose, at least under the privy-seal, if not under the great seal of England; which Sir Francis Bacon, on being applied to, assured him was a sufficient pardon for all that was past, as the king had made him admiral of his fleet, and given him the power of martial law over his officers and soldiers.

The whole expence of this expedition was defrayed by Sir Walter Raleigh and his friends. In their passage they met with various disappointments; however, in November, they came in sight of Guiana, and anchored five degrees off the river Caliana.

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Here Sir Walter was received with the utmost joy by the Indians, who offered him the sovereignty of the country, which he declined. His extreme sickness preventing his attempting the discovery of the mines in person, he deputed captain Keymis to that service, ordering five ships to sail into the river Oronoque; but, three weeks after, landing by night nearer a Spanish town than they expected, they were set upon by the Spanish troops, who were prepared for their coming.

This unexpected attack soon threw them into confusion; and, had not some of the leaders animated the rest, they had all been cut to pieces: but the others, by their example, soon rallying, they made such a vigorous opposition, that they forced the Spaniards to retreat.

In the warmth of the pursuit, the English found themselves at the Spanish town before they knew where they were. Here the battle was renewed, and they were assaulted by the governor himself, and four or five captains, at the head of their companies, when captain Raleigh, the eldest son

son of Sir Walter, hurried on by the heat and impatience of youth, not waiting for the musketteers, rushed forward, at the head of a company of pikes, and, having killed one of the Spanish captains, was shot by another; but, pressing still forward with his sword, upon the captain who had shot him, the Spaniard, with the butt end of his musket, felled him to the ground, and put an end to his life; when his serjeant immediately thrust the Spanish captain through the body with his halbert. Two other captains, and the governor himself, fell in this engagement.

The Spanish leaders being all thus dispatched, the rest fled; some took shelter about the market places, from whence they killed and wounded the English at pleasure; so that there was no way left for safety but by firing the town, and driving the enemy to the woods and mountains.

Captain Keymis had now an opportunity of visiting the mine, which he attempted with captain Thornhurst, Mr. W. Herbert, Sir John Hamden, and others; but, upon their falling into an ambuscade,

in which they lost many of their men, they returned to Sir Walter, without discovering the mine.

To the just indignation which he conceived upon this occasion, was added the mortification of finding that Keymis had made no trial of the mine. He reproached that captain with having undone him, and wounded his credit with the king past recovery. This affected Keymis so sensibly, that he retired to his cabin, where he shot himself; but, finding his wound was not mortal, he dispatched himself with a knife, which he thrust into his heart.

The ill state of Sir Walter's health would not suffer him to repair Keymis's neglect.

On his return home, he found that king James had published a proclamation, declaring his detestation of his conduct, asserting, that his majesty had, by express limitation, restrained and forbid Raleigh from attempting any act of hostility against his dear brother of Spain; yet it is evident, that the commission contained no such limitation.

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This proclamation, however, did not deter Sir Walter from landing, who resolved to surrender himself into the king's hands, to whom he wrote a letter in defence of his conduct. He was seized on the road to London, and returned with the officers to Plymouth.

On the seventh of August, he arrived at London, where he was permitted the confinement of his own house; but having good reason not to trust himself to the mercy of the court, he formed a design to escape into France; which being discovered, he was seized in a boat below Woolwich, and, on the tenth of August, committed to the Tower.

His death was now absolutely determined, yet it was not easy to find a method to compass it, since his conduct in his late expedition, could not be stretched in law to such a sentence; it was resolved therefore to sacrifice him to Spain, in a manner that has justly exposed the court to the abhorrence of all succeeding ages, by calling him down to judgment on his former sentence, passed fifteen years before. Thus,

by a strange contrariety of proceedings, he, who had been condemned for being a friend to the Spaniards, now lost his life for being their enemy.

In consequence of this resolution, he, having the day before received notice to prepare himself for death, was, on the twenty-eighth of October, taken out of his bed, in the hot fit of an ague, and carried to the King's Bench Bar, at Westminster, where the chief-justice ordered the record of his conviction and judgment in 1603, to be read ; and then demanded, What he had to offer, why execution should not be awarded against him ? To this Sir Walter pleaded his commission for his last voyage, which implied a restoring life to him, by giving him power, as marshal, on the life and death of others. He then began to justify his conduct in that voyage ; but the court refused to hear him, and he was ordered for execution the next day. He then desired he might not be cut off so suddenly, calling upon God to be his judge, before whom he should shortly appear, That he

was

was never disloyal to his majesty, "which I will justify," said he, "where I shall not fear the face of any king on earth."

The same day a warrant for his execution was produced, though his majesty was retired into the country. Sir Walter eat his breakfast heartily that morning, smoaked his pipe, and made no more of death than if he had been to take a journey, when, being conducted to the old Palace-yard, Westminster, with a cheerful countenance he saluted the lords, knights, and gentlemen there present. After which a proclamation was made for silence, and he addressed himself to speak in this manner.

"I desire to be borne withal, for this is the third day of my fever; and, if I shall shew any weakness, I beseech you to attribute it to my malady, for this is the hour in which it is wont to come."

Then pausing a while, he sat, and directed himself towards a window, where the lords of Arundel, Northampton, and Doncaster, with some other lords and knights, sat, and spoke as followeth:

“ I thank God, of his infinite goodness, that he has brought me to die in the light, and not in darkness.” But, by reason that the place where the lords, &c. sat, was at some distance from the scaffold, that he perceived they could not well hear him, he said, “ I will strain my voice, for I would willingly have your honours hear me.”

But lord Arundel said, “ Nay, we will rather come down to the scaffold;” which he and some others did. Where being come, he saluted them severally, and then began again to speak as followeth.

“ As I said, I thank God heartily, that he hath brought me into the light to die; and, that he hath not suffered me to die in the dark prison of the Tower. where I have suffered a great deal of misery and cruel sickness; and, I thank God that my fever hath not taken me at this time, as I prayed to God it might not. There are two main points of suspicion that his majesty, as I hear, hath conceived against me. To resolve your lordships wherein his majesty

jeſty cannot be ſatisfied, which I deſire to clear, and to reſolve your lordſhips of :

“ One is, That his majeſty hath been informed, that I have often had plots with France ; and his majeſty hath good reaſon to induce him thereunto. One reaſon that his majeſty had to conjecture ſo, was, that, when I came back from Guiana, being come to Plymouth, I endeavoured to go in a bark to Rochel ; which was, for that I would have made my peace before I had come to England.

“ Another reaſon was, That, upon my flight I did intend to fly into France, for the ſaving of myſelf, having had ſome terror from above.

“ A third reaſon, that his majeſty had reaſon to ſuſpect, was, The French agent’s coming to me. Beſides, it was reported, that I had a commiſſion from the French king at my going forth. Theſe are the reaſons that his majeſty had, as I am informed, to ſuſpect me.

“ But this I ſay, for a man to call God to witneſs to a falſhood at the hour of death, is far more grievous and impious ;
and

and that a man that so doth cannot have salvation, for he hath no time for repentance. Then what shall I expect, that am going instantly to render up my account? I do therefore call God to witness, as I hope to be saved, and as I hope to see him in his kingdom, which I hope I shall within this quarter of this hour, I never had any commission from the French king, nor ever saw the French king's hand-writing in all my life; neither knew I that there was a French agent, nor what he was, till I met him in my gallery, at my lodging, unlooked for. If I speak not true, O Lord, let me never enter into thy kingdom.

“ The second suspicion was, That his majesty had been informed, that I should speak dishonourably and disloyally of my sovereign; but my accuser was a base Frenchman, and a runnagate fellow; one that hath no dwelling; a kind of a chymical fellow; one that I knew to be perfidious: for, being by him drawn into the action of fearing myself at Winchester, in which I confess my hand was touched, he, being
sworn

sworn to secrecy over-night, revealed it the next morning.

“ But this I speak now, what have I to do with kings ? I have nothing to do with them, neither do I fear them ; I have only now to do with my God, in whose presence I stand ; therefore to tell a lie, were it to gain the king’s favour, were vain. Therefore, as I hope to be saved at the last judgment-day, I never spoke disloyally or dishonestly of his majesty in all my life ; and therefore I cannot but think it strange that that Frenchman, being so base and mean a fellow, should be so far credited as he hath been. I have dealt truly, as I hope to be saved ; and I hope I shall be believed. I confess I did attempt to escape ; I cannot excuse it, but it was only to save my life. And I do likewise confess, that I did feign myself to be ill-disposed and sick at Salisbury ; but I hope it was no sin, for the prophet David did make himself a fool, and suffered spittle to fall down upon his beard, to escape from the hands of his enemies, and it was not imputed unto him : so,
what

what I did, I intended no ill, but to gain and prolong time until his majesty came, hoping for some commiseration from him. But I forgive this Frenchman, and Sir Lewis Stewkeley, with all my heart; for I have received the sacrament this morning of Mr. dean of Westminster, and I have forgiven all men; but, that they are perfidious, I am bound in charity to speak, that all men may take heed of them.

“ Sir Lewis Stewkeley, my keeper and kinsman, hath affirmed that I should tell him, that my lord Carew, and my lord of Doncaster here, did advise me to escape; but I protest, before God, I never told him any such thing; neither did the lords advise me to any such matter; neither is it likely that I should tell him any such thing of two privy-counsellors; neither had I any reason to tell him, or he to report it; for it is well known, he left me six, seven, eight, nine, and ten days together alone, to go whither I listed, whilst he rode himself about the country.

“ He further accused me, that I should shew him a letter, whereby I did signify
unto

unto him, that I would give him ten thousand pounds for my escape; but God cast my soul into everlasting fire, if I made any such proffer of ten thousand pounds, or one thousand; but, indeed, I shewed him a letter, that, if he would go with me, there should be order taken for his debts when he was gone; neither had I ten thousand pounds to give him; for, if I had had so much, I could have made my peace with it better another way than in giving it to Stewkeley.

“Further, when I came to Sir Edward Pelham’s house, who had been a follower of mine, and who gave me good entertainment, he gave out, that I had received some dram of poison; when I answered him, that I feared no such thing, for I was well assured of them in the house, and therefore wished him to have no such thought. Now God forgive him, for I do; and I desire God to forgive him. I will not only say, God is a God of revenge; but I desire God to forgive him, as I do desire to be forgiven of God.”

Then,

Then, looking over his note of remembrance, "Well," said he, "thus far have I gone; a little more, a little more, and I will have done by and by.

"It was told the king, that I was brought per force into England, and that I did not intend to come again; but Sir Charles Parker, Mr. Tresham, Mr. Leake, and divers know how I was dealt withal by the common foldiers, which were one hundred and fifty in number, who mutinied, and sent for me to come into the ship to them, for unto me they would not come; and there I was forced to take an oath that I would not go into England till that they would have me; otherwise they would have cast me into the sea; and therewithal they drove me into my cabin, and bent all their forces against me.

"Now, after I had taken this oath, with wine and other things, such as I had about me, I drew some of the chiefest to desist from their purposes; and, at length, I perswaded them to go into Ireland; which they were willing unto, and would have

gone into the north parts of Ireland; which I dissuaded them from, and told them that they were Red Shanks that inhabited there; and with much ado I persuaded them to go into the south parts of Ireland, promising them to get their pardons, and was forced to give them one hundred and twenty-five pounds at Kinsale, to bring them home, otherwise I had never got from them.

“ I hear likewise there was a report, that I meant not to go to Guiana at all, and that I knew not of any mine, nor intended any such thing or matter, but only to get my liberty, which I had not the wit to keep.

“ But I protest it was my full intent, and for gold; for gold, for the benefit of his majesty and myself, and of those that ventured and went with me, with the rest of my countrymen; but he that knew the head of the mine would not discover it, when he saw my son was slain, but made away himself.”

Then turning to the earl of Arundel, he said, “ My lord, being in the gallery of my ship, at my departure, I remember
I your

your honour took me by the hand, and said, you would request one thing of me; which was, that whether I made a good voyage or a bad, I should not fail but to return again into England; which I then promised you, and gave you my faith I would; and so I have." To which my lord answered, "It is true, I do very well remember it, they were the very last words I spake unto you."

"Another slander was raised of me, that I would have gone away from them, and left them at Guiana. But there was a great many worthy men that accompanied me always; as my serjeant-major, George Raleigh, and divers others, which knew my intent was nothing so.

"Another opinion was held of me, that I carried with me to sea sixteen thousand pieces, and that was all the voyage I intended, only to get money into my hands. As I shall answer it before God, I had not in all the world in my hands, or others to my use, either directly or indirectly, above a hundred pounds; whereof, when I went, I gave my wife twenty-five pounds thereof:
but

bnt the error thereof came, as I perceived, by looking over the scrivener's books, where they found the bills of adventure arising to a great sum, so raised that false report.

“ Only I will borrow a little time of Mr. sheriffs to speak of one thing, that doth make my heart to bleed, to hear that such an imputation should be laid upon me; for 'tis said, that I should be a persecutor of the death of the earl of Essex; and, that I stood in a window over against him, when he suffered, and puffed out tobacco in disdain of him. God I take to witness, I shed tears for him when he died; and, as I hope to look God in the face hereafter, my lord of Essex did not see my face when he suffered, for I was afar off in the Armory, where I saw him, but he saw not me.

“ I confess indeed I was of a contrary faction, but I know my lord of Essex was a noble gentleman, and that it would be worse with me when he was gone, for I got the hate of those which wished me well before, and those that set me against him,

him, afterwards set themselves against me, and were my greatest enemies; and my soul hath many times been grieved, that I was not nearer him when he died; because, as I understood afterwards, that he asked for me at his death to have been reconciled unto me. And these be the material points I thought good to speak of; and I am now, at this instant, to render up an account to God; and I protest, as I shall appear before him, this that I have spoken is true; and I hope I shall be believed."

A proclamation being then made, that all men should depart the scaffold, he prepared himself for death; giving away his hat, his cap, with some money, to such as he knew that stood near him. And then, taking his leave of the lords, knights, gentlemen, and others of his acquaintance; and, amongst the rest, taking his leave of my lord Arundel, he thanked him for his company, and entreated him to desire the king, that no scandalous writing to defame him might be published after his death; saying further unto him, "I have a long journey

journey to go, and therefore I will take my leave."

Then putting off his doublet and gown, he desired the headsman to shew him the axe; which not being suddenly granted unto him, he said, "I pr'ythee let me see it. Dost thou think that I am afraid of it?" So it being given unto him, he felt along upon the edge of it; and, smiling, spoke unto Mr. Sheriff, saying, "This is a sharp medicine, but it is a physician that will cure all diseases." After which, going to and fro upon the scaffold on every side, he entreated the company to pray to God to give him strength.

The executioner kneeling down asked him forgiveness; and he, laying his hand upon his shoulder, forgave him.

Then being asked which way he would lay himself on the block, he made answer, and said, "so the heart be strait, it is no matter which way the head lieth." So, laying his head on the block, his face being towards the east, the headsman throwing down his own cloak, because he would not spoil the prisoner's gown, he

giving the headsmen a sign when he should strike, by lifting up his hands, the executioner struck off his head at two blows, his body never shrinking nor moving. His head was shewn on each side of the scaffold, and then put into a red leather bag, and his wrought velvet gown thrown over it, which was afterwards conveyed away in a mourning coach of his lady's.

During his confinement in the Tower, Sir Walter composed that excellent work, entitled, *The History of the World*; from whence, indeed, the character of this gentleman may be best collected, every man being best known by his works.

On his return to England, after his last expedition, not doubting but that he should be made a sacrifice to the Spaniards, he sent for Mr. Burre, who had printed his first volume of the history of the world, and asked him, how it sold? Burre answered, It sold so slowly, it had undone him; which it seems was false. Whereupon Sir Walter took the other part, which was unprinted, out of his desk, and sighing, said, "Ah! my friend, hath the first part undone thee?"
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The second volume shall undo no more; this ungrateful world is unworthy of it;" and immediately threw it into the fire, and set his foot upon it till it was consumed.

Besides the history of the world, he wrote a treatise called, *The Cabinet Council*; containing the arts of government: An accurate Account of his Catholic Majesty's Power and Riches: *The Rise and Ruin of the Saracen Empire*: *A Treatise of Mines and Minerals*: *The Prerogatives of Parliaments*: another treatise, entitled, *Instructions to his Son and his Posterity*; and several speeches and arguments in several parliaments.

His body was interred in the chancel of St. Margaret's church, Westminster; but his head was long preserved in a case by his widow, who survived him twenty years.

In a word, Sir Walter Raleigh fell, in the sixty-sixth year of his age, a sacrifice to a contemptible administration, and the resentment of a mean prince: a man of so great abilities, that neither that, nor the preceding reign, produced his equal.

THE LIFE OF
SIR GEORGE ROOKE.

SIR George Rooke, knight, distinguished himself by his bravery in the latter end of the seventeenth and the beginning of the eighteenth centuries. He was the son of Sir William Rooke, knight, and was born in the year 1650. His father gave him the education of a gentleman, and was very much averse to his going to sea, but at last gave way to his inclinations. His first station in the navy was that of a reformade, in which he distinguished himself by his undaunted courage and indefatigable application, which soon raised him to the post of lieutenant, from whence he rose to that of captain before he was thirty. These preferments he enjoyed under the reign of Charles II. and in that of his successor king James, was raised to the command of the *Debtford*, a fourth rate man of war, in which post he was found at the revolution,

SIR GEORGE ROOKE. 105

In the year 1689 admiral Herbert sent him as commodore with a squadron to the coast of Ireland, where he heartily concurred with major general Kirke in the relief of Londonderry, and assisted in taking the island in the lake, which opened a passage for the relief of the town. Soon after he was employed in convoying the duke of Schomberg's army, which he landed near Carrickfergus, facilitated the siege of that place, and after it was taken sailed with his squadron to Cork, and, notwithstanding all the fire from the batteries, entered the port, and took possession of the great island; but his ships being very foul, he was obliged to return to England.

In the beginning of the year 1690 he was, upon the recommendation of the earl of Torrington, appointed rear-admiral of the Red, and in that station served in the fight off Beachy-head, which happened on the 30th of June following; and notwithstanding the misfortune of our arms, which was indisputably the greatest we ever met with at sea, Mr. Rooke was allowed to have done his duty with much resolution,

resolution, and therefore was immediately after appointed to command the Squadron that convoyed king William to Holland, as he also did in the spring of the succeeding year, and was then, or soon after, promoted to the rank of vice-admiral of the Blue, in which station he served in the famous battle of La Hogue, on the 22d of May, 1692, when it was owing to his vigorous behaviour, that the last stroke was given on that important day, which threw the French entirely into confusion; but the next day he obtained still more glory, for he had orders to go into La Hogue, and burn the enemy's ships as they lay. There were thirteen large men of war, which had crowded as far up as possible, and the transports, tenders, and ammunition-ships were disposed in such a manner, that it was thought impossible to burn them. Besides, the French camp was in sight, with all the French and Irish troops that were to have been employed in the invasion of England, and several batteries were raised on the coast, well provided with heavy artillery. The vice-admiral

miral made the necessary preparations for obeying his orders, but found it impossible to carry in the ships of his squadron; he therefore ordered his light frigates to ply in close to the shore, and having manned out all his boats, went himself to give directions for the attack, burnt that very night six three-deck ships, and the next day six more, from seventy-six to sixty guns, and overset and destroyed the thirteenth, which was a ship of fifty-six guns, together with most of the transports and ammunition vessels, and this under the fire of all the batteries just mentioned, and in sight of the French and Irish troops; yet this bold action cost the lives of no more than ten men. The vice-admiral's behaviour on this occasion appeared so great to king William, that having no opportunity at that time of promoting him, he settled a pension of 1000 l. per annum on him for life; and afterwards going to Portsmouth to view the fleet, went on board Mr. Rooke's ship, dined with him, and then conferred on him the honour of knight-hood

hood, he having a little before made him vice admiral of the Red.

The command of the fleet being now put in commission, Sir George Rooke was entrusted with the great squadron that was to escort the Smyrna fleet, and the joint admirals received orders to accompany him as far to sea as should be thought proper. Upon this occasion Sir George shewed great reluctance to part with the grand fleet, imagining that as the French squadron was not at Brest, it must be gone to Toulon, and the event proved as he expected. The French waited for him with all their force, which he no sooner found, than he sent orders to the merchant ships to get along shore in the night, and save themselves in the Spanish ports. His whole squadron consisted only of twenty-three ships of war; of these thirteen only were English, eight were Dutch, and two were Hamburgers. The fleet of merchant-men under his convoy were composed of four hundred sail of all nations, though the greater part were English.

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The fleet under Tourville, the French admiral, consisted of one hundred and twenty sail, of which sixty-four were of the line, and eighteen three deck ships, yet Sir George saved all the men of war, and brought back with him sixty merchant-men, besides those which escaped into the Spanish ports. On his return home the merchants gave him their thanks ; the king made him one of the lords commissioners of the admiralty, and before the close of the year 1694, raised him to the rank of admiral of the blue. Towards the close of the next year he was admiral of the White, and was also appointed admiral and commander in chief in the Mediterranean. Early in the year 1697, admiral Russel being declared earl of Orford, and placed at the head of the admiralty, Sir George Rooke was appointed admiral and commander in chief of the fleet, which put to sea in a very indifferent condition, it being but half manned and half victualled, when cruizing off the French coast, he met with a large fleet of Swedish merchant-men, and having ob-

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liged them to bring to, and submit to be searched, he found just grounds to believe, that most of their cargoes belonged to French merchants, upon which he sent them to Plymouth, and on this affair being brought to a trial, it appeared that they were freighted by French merchants, partly with French goods, but chiefly with Indian merchandize, which had been taken out of English and Dutch ships, and the whole of this rich fleet was adjudged to be a good prize.

During the reign of king William, Sir George was twice elected member for Portsmouth, and upon the accession of queen Anne in 1702, he was constituted vice-admiral and lieutenant of the admiralty of England, as also lieutenant of the fleets and seas of this kingdom. Upon the declaration of war against France, Sir George Rooke was ordered to command a fleet sent against Cadiz, the duke of Ormond having the command of the land forces. On his passage home receiving an account that the galleons, under the escort of a strong French squadron

SIR GEORGE ROOKE. 111

squadron, were got into the harbour of Vigo, he resolved to attack them ; and on the 11th of October came before the harbour of Rondondello, where the French commodore had neglected nothing necessary for putting the place into the best posture of defence ; but notwithstanding this, a detachment of fifteen English and ten Dutch men of war of the line of battle, with all the fire-ships, were ordered in, the frigates and bomb-vessels followed ; the great ships moved after them, and the army landed near Rondondello. The whole service was performed under Sir George's directions with admirable conduct and bravery ; for, in short, all the ships were destroyed or taken, prodigious damage done to the enemy, and vast wealth acquired by the allies. For this action Sir George received the thanks of the house of commons, a day of thanksgiving was appointed both by the queen and the states-general, and Sir George was given a seat in the privy council ; yet, notwithstanding this, the house of lords resolved to enquire into his conduct at Cadiz, when he

so fully justified himself, that a vote was passed approving his behaviour.

In the spring of the year 1704, Sir George commanded the ships of war which convoyed king Charles III. of Spain to Lisbon; and in July he attacked Gibraltar, when by the bravery of the English seamen the place was taken on the 24th, though the town was extremely strong, and well furnished with ammunition, and had a hundred guns mounted, all facing the sea, and the narrow passes to the land. There was now no appearance of there being any farther engagement; but on the 9th of August, the fleet returning from taking in water on the coast of Barbary to Gibraltar, the French fleet, under the command of the count de Thoulouse, was seen at sea, and Sir George resolved to do all in his power to force an engagement; he therefore pursued the fleet, which endeavoured to avoid coming to an engagement, and on the 11th forced one of their ships on shore, on which the crew quitting her, set her on fire, and she blew up. On the thirteenth the English fleet was within three leagues of the enemy, whose line consisted
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of fifty-two ships and twenty-four gallies; our line of battle consisted of fifty-three ships. A little after ten, in the morning our fleet bore down upon the enemy, and began the battle. About two in the after-noon the enemy's van gave way to ours, and the battle ended with the day. The next day both sides lay by within three leagues of each other repairing their defects, and at night the enemy stood to the northward. On the 15th our fleet endeavoured to renew the fight, but the French avoided it, and on the 16th were out of fight, when the English pursued them in vain. Sir George on his return home retired from public business, and spent the remainder of his days as a private gentleman, chiefly at his seat in Kent, and at length died of the gout on the 24th of January, 1708-9, in the 58th year of his age.

THE LIFE OF
EDWARD RUSSEL,
EARL OF ORFORD.

EDWARD RUSSEL, earl of Orford, an admiral of distinguished bravery, was the son of Edward Russel, Esq. and the grandson of Francis Russel, earl of Bedford. He was designed by his father for the sea-service, and received a suitable education; but his elder brother dying in 1674, he succeeded to the family estate. However, in the year 1690 he was appointed admiral of the Blue. His catholic majesty, Charles II. having married a princess of the house of Newberg, sister to the reigning empress, and to the queen of Portugal, he demanded an English fleet to convey her safely to his dominions, which was readily granted, as the tacit confession of our dominion at sea. Upon which admiral Russel was ordered to sail to Flushing, with several large men of war and
two

two yachts, in order to receive her catholic majesty and her attendants; and on their coming on board, hoisted the union flag at the main-top-mast head. Soon after he was advanced to the command of the whole fleet, in which capacity he acted at the famous battle off La Hogue, when almost the whole naval power of France, under the command of count Tourville, was destroyed.

The particulars of this engagement will doubtless be agreeable to our readers. Previous to this illustrious engagement, which redounded so much to the honour of the British navy, we shall take a short retrospect to the situation of king William, who, in the year 1692, the happy æra of this shining event, was now landed at Holland, to hasten the naval preparations of the Dutch, which otherwise might have been tardy; in consequence of his great assiduity, these preparations were soon ready for sea, and on his having received express intimations of the intended descent of France, in favour of James, he detached general Talmash, with
three

three of the English regiments, from Holland. These, reinforced with other troops remaining in England, were ordered to encamp in the neighbourhood of Portsmouth; all other necessary precautions being taken by the queen in England, such as securing the disaffected from doing mischief, admiral Russel was ordered to put to sea with all expedition, and admiral Carter, with a squadron of eighteen sail, cruised along the French coast, to observe the motions of the enemy.

On the eleventh day of May, Russel sailed from Rye to St. Helens, where he was joined by the squadrons under Carter and Delaval, and soon after reinforced by the Dutch squadrons, commanded by Allemonde, Callemberg, and Vandergoes. On the eighteenth they set sail for the coast of France, with a fleet of ninety-nine ships of the line, besides frigates and fire-ships.

The admiral's order were to cruise between cape La Hogue and the isle of Wight, though he had proposed to lie off Beachy-Head. However, he plyed it down thro'
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Lord Rufset.



Sir Cloudesley Shovel.

the sands, with a very scanty wind, contrary to the opinion of many of his officers and all the pilots, who were against his hazard-
ing so great a fleet in so dangerous an attempt, and yet to this bold stroke of the admiral's was owing all his success.

The admiral, while he lay off St. Helen's, received a letter from the earl of Nottingham, then secretary of state, written by queen Mary's direction, wherein he was informed, that a scandalous and malicious report had been propagated by her, and their enemies, as if some of the officers of their majesties fleets were disaffected, or not hearty in their service; but her majesty charged the admiral to acquaint his officers, that she was satisfied the report was raised by the enemies of the government, and that she reposed so entire a confidence in their fidelity, that she resolved to take no notice of such insinuations, and commended to them a vigorous discharge of their orders and duty. They drew up an address of thanks, which was graciously received by the queen, and published

lished for the satisfaction of the public, with this additional mark of the queen's approbation, published in the Gazette, to this intent.

“ I always had this opinion of the commanders; but am glad this is come to satisfy others.”

When all the ships, English and Dutch, were together, the admiral proposed that a small detachment of six or eight frigates, might hover about the coast of Normandy, that at the same time the forces intended for a descent should embark, and be landed at St. Maloes, and the grand fleet lie westward of that place, in order to protect them from the enemy.

This proposition being in part approved, he detached six light ships to gain intelligence, and it being left to him to proceed as a council of war should advise, he ordered the scouts, who were westward of the fleet, to make signals of discovering the enemy, by firing swivel guns, which they did on the nineteenth of May. Orders were immediately given for drawing into a line of battle, and the signal made for the rear

rear of the fleet to tack, in order to engage the sooner, in case the French should stand to the northward.

About three in the morning of the nineteenth he discovered the enemy, under the command of count Tourville, and by eight the line of battle was formed in very good order, the Dutch in the van, the blue division in the rear, and the red in the center. A little after four, the sun dispersing the fog, the enemy were seen standing to the southward, upon which the admiral caused the signal for the rear to tack, and bore away with his ship so far leeward, as that each ship in the fleet might fetch his peak, and then he brought to, and lay by with his fore-top-sail to the mast, that so others might have the better opportunity of placing themselves, according to the manner formerly directed on such an occasion.

The red squadron consisted of thirty-one ships, under the right honourable Edward Russel, Esq. Sir Ralph Delaval, vice-admiral; Sir Cloudesley Shovel, rear-admiral. The blue squadron was composed of

of thirty-two ships, commanded by Sir John Ashby, admiral ; George Rooke, Esq. vice-admiral ; and Richard Carter, Esq. rear-admiral. And lastly the Dutch, with thirty-six ships, under admiral Allemonde, and vice-admiral Schoutby Natcht.

On the other side, the French fleet was but sixty-three ; twenty-six in the van, twenty-five in the center, and twelve in the rear, commanded by the count Tourville.

This was the strength of the respective fleets, when about ten the French admiral, Tourville, bore down upon the confederates with great resolution, and by the positive orders of the French king, who, at the time of such orders, expected that Tourville would have met with the enemy before a junction, and counter-orders being dispatched after the junction, were never received ; so that the French admiral fought contrary to his judgment, as well as the safety of the fleet under his command.

This was one great reason of the defeat of the intended enterprize, so hazardous in
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the execution, and so glorious to the British navy in the issue. Near twelve count Tourville, in the Royal Sun, brought to, and engaged with admiral Russel, being within three quarters of musket-shot. The account father Daniel gives, is a glaring instance of French modesty and ingenuity, the substance of which is, that Tourville attacked the English corps de bataille with so much vigour, that all fled before him; that he maintained the fight all day, from morning till night; that he made a fine retreat (though the English fled before him) which would have been as happy as glorious, if the tide had not failed him. Indeed Monsieur Forbin begins his account with more modesty, and must be supposed to know more of the matter than father Daniel. He says, that the English expected Tourville in very good order, and suffered them to come as near as they thought fit; the engagement was begun with a great deal of vigour, and even some advantage on the side of the French, but the wind, which in the beginning of the fight was in their favour,

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changed in an instant, which the English took the advantage of with their van, wheeled round the French fleet, and by that means had them exposed to two fires: as the English fleet was superior to that of the French, no doubt the latter would have been all lost, if the former had managed as they might have done, but their slowness in attacking lost that opportunity.

So far the French writer says on this memorable battle. Admiral Ruffel himself gives a very short account, in a letter dated the twentieth of May, 1692, off cape Barfleur, to this purpose:

Yesterday about three in the morning, Cape Barfleur bearing south-west, distance seven leagues, my scouts made the signal for seeing the enemy. The wind westerly, the enemy bore down upon me; we continued fighting till half an hour past five in the evening. at which time the French towed away with their boats, and we after them. It was calm all day; about five there was an engagement to the westward
of

of me, which I supposed to be the blue; it continued calm all night. I can give no particular account of things, but that the French were beaten, and I am now steering for Conquet Road, having a fresh gale easterly, but extremely foggy; I suppose that is the place they design for: if please God to send us a little clear weather, I doubt not but we shall beat their whole fleet; I saw in the night three or four ships blow up, but know not what they were: so soon as I am able to give a more particular account, I will not be wanting.

EDWARD RUSSEL, admiral of the Red.

To illucidate this particular, and throw a clearer light upon an event so much disputed on by both nations, it will be but just to mention the remarks of another French writer, monsieur du Larrey, who in his *Histoires sous Louis XIV.* informs us, that when the fog was dissipated, Tourville was surprised to find the whole English and Dutch squadrons united; whereas he expected to meet them separately,

not having supposed that Ruffel had by his vigilance in plying down so fast, formed that junction. But on being disagreeably surprised, he considered his orders, which were to fight on that probability, and thinking that a confused or hasty retreat would bring his fleet into a precipitate embarrassment, and prove more hazardous than a real engagement, he continued to obey his orders, for an immediate attack. He himself commanded the white squadron, consisting of sixteen ships in the center. The marquis de Himfreville commanded the blue and white of fourteen, in the van, and M. Gabaret had the rear, or blue squadron, of fourteen ships, under his direction. The whole fleet, consisting of ships of the first and second rates, according to their way of reckoning in France.

Here historians differ as to the real strength of the French fleet; the author of the naval history makes it to be sixty three ships of the line, and this account of monsieur du Larrey's only forty-four. For as to the difference of frigates and other distinctions,

distinctions, they will perhaps bear a part upon the whole. But to be more explicit, it will be proper to subjoin Sir Ralph Delaval's account, in his letter to the earl of Nottingham, dated from on board the Royal Sovereign, the twenty-second of May, 1692.

“ I think it my duty to acquaint you, that on the twenty-first instant, admiral Russel having made the signal for the fleet to cut their cables, I observed the French to be forced from the race of Alderney, where they were anchored, to the eastward, and finding that some of them endeavoured for the bay of Cherbourg, I stood in for that place, where I found three three-decked ships of the enemy, but so close to the shore, and within some rocks, that it was not safe for me to attempt them, till I had informed myself of the road, they being hauled into shoal water. I immediately took my boats, and sounded within gun-shot of them, which they endeavoured to prevent, by firing at us; and, that no time might be lost, I went immediately on board the St. Alban's, where,

for the encouragement of the seamen, I hoisted my flag; and having ordered the Ruby, with two fire-ships, to attend me, I stood in with them, leaving the great ships without, as drawing too much water; but coming very near, they galled us extremely, and finding the fire-ships could not get in, I judged it best to retreat without shot, and there anchored; I then immediately called all the carpenters, with whose advice and general approbation, I resolved to attempt them in the morning, with all the third and fourth rates, and fire-ships. But, after having drawn them into four fathom and a half water, I found we could not execute the point, as it was then shoal; upon which I ordered three fire-ships to prepare themselves to attempt burning them, going myself with all the barges and tenders, to take them up, if by the enemy's shot they should miscarry. Indeed I may say, and without vanity, the service was warm, yet, God be praised, so effectually performed, that notwithstanding all their shot, both from their ships and their forts, two of
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our fire-ships had the wished-for success, and burned two of their best men of war. My other fire ship was by an unfortunate shot set on flames, being just going on board the enemy; indeed so brave was the attempt, that I think they cannot be too well rewarded, and I doubt not but their majesties will take them into their royal consideration. The third French ship being run on shore, and observing the enemy going in boats full from her, I ordered the St. Alban's, the Reserve, and others, to fire upon her, judging it might cause them all to quit her; and after having battered her some time, I observed she made no resistance, upon which I took all my boats, armed, and went on board her, where, to my surprise, I found abundance of men on board, several wounded, many dead, but no officers; and having caused all the people, as well those that were wounded, as the rest, to be taken out, I set her on fire, and if I had not had notice by my scouts, that thirty ships were standing with us, I had sent all their prisoners

soners on shore, who now are a great burden to me.

“ The ships we saw proved to be the blue squadron, Sir John Ashby, and the Dutch, coming from the westward. We are now proceeding together eastward, to La Hogue, where I am informed three or four of the enemy’s ships are, and, if so, I promise myself, with God’s assistance, good success, and to give a good account of them ; I expect to find the admiral to-morrow, when I hope to hear he has destroyed some of the enemy’s ships, having left him in chace of them last night, standing to the eastward, and pretty near them, as I judged. My lord, I hope you’ll excuse me, if I presume to pray, you will use your interest with the queen, that a reward may be given to the three captains of the fire-ships, for their undaunted bravery and extraordinary services, as also to several others ; for more firmness and alacrity I never saw ; I pray your excuse for being thus tedious and particular ; heaven preserve their majesties, and that their arms may be ever crowned with success, both by sea and land, shall be
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the prayers, as well as the endeavours, of
your most obedient servant,

RALPH DELAVAL, vice-admiral of
the Red.

P. S. Captain Heath burnt Tourville's ship, the Royal Sun, which was the most difficult: Captain Greenway burned the other, called the Conquerant: the Admirable was burned by our boats. Captain Fowler attempted the Royal Sun, but was set on fire by the enemy's shot, yet is equally deserving."

We shall now return to the particulars of the engagement. Some time after that Tourville had towed off in great disorder; the wind shifted to the north-west by west, and in a little time five ships of the enemy's blue squadron posted themselves three a-head, and two a-stern of their admiral, and fired very briskly till morning. Admiral Russel, and his two seconds, Mr. Churchill and Mr. Aylmer, had all these ships to deal with. There was so great a fog, that the firing respited for some time, but clearing up again, the French admiral was discovered towing off to the northward;

ward; upon which our admiral, the better to come up with him, ordered all the ships of his division to do the like, making the signal for chasing; and notice was sent to every ship within reach, that the enemy were standing away. At this time, about six in the morning, many guns were heard to the westward, and though the ships which fired could not be seen through the fog, it was concluded that it was our blue squadron, which had by a shift of the wind weathered the French; but it proved to be the rear-admiral of the red, Sir Clouesly Shovel, who was got to windward of Tourville's own squadron, between him and their admiral of the blue; after they had fired some time, the fog encreased, which obliged the ships of both sides to come to anchor. About this time it was that captain Hastings, in the Sandwich, was killed, as he was driving through those ships of the enemy, because his anchors were not clear. Things now being in great confusion, our admiral thought it most advisable to order the ships which were nearest him to chace westward

westward all night, and to inform them, that he intended to follow the French to Brest, believing it more eligible than to continue at anchor; and it proved to be the best expedient, for next morning he found himself nearer the enemy than those ships were that had dropped their anchors. About eight at night there was a firing heard westward, which lasted about half an hour; part of our blue squadron having fallen in with some of the enemy's ships in the fog. In this encounter rear-admiral Carter was killed, whose last words effectually confuted the bare reports spread to blemish his character, as well as the reputation of other officers; for, in his expiring moments, when he found himself mortally wounded, he recommended it to captain Wright, who commanded his ship, to fight her as long as she could swim; for it had been reported to his prejudice, that he had taken ten thousand pounds to fire upon the French with powder only, who were to return the like favour, and then he was to go over with his squadron to the enemy; but the manner of his death vindicates

dicates his memory, and as he died like a man of honour in the cause of his country, it is but just to believe that he was strictly such while he lived.

The twentieth of May it proved so dark and foggy, with very little wind all night, that none of the enemy's ships, and very few of ours could be seen, till about eight in the morning, the weather then clearing, the Dutch, who were to the southward, made signals of discovering the French fleet, when shortly after about thirty-four sail were seen about two or three leagues off, the wind being then at north-east, and then the whole fleet began to chase the enemy, who were crowding away west south-west; but we did not keep the line of battle, as we did after the fight off Beachy-head, for the signal for the line was taken in, that so every ship might make the best of her way. About four in the afternoon, the tide of ebb being over, both fleets anchored, cape Barfleur then bearing south by west. About ten they weighed again, and two hours after admiral Ruelle's foretop-mast

maſt came away by the board, it having been ſhot in ſeveral places.

On the twenty-ſecond of May, about ſeven in the morning, we continued the chace, with all the ſucceſs we could deſire, and the tide of ebb being over, anchored in forty-fix fathom of water, cape La Hogue bearing ſouth by weſt, and the iſland of Alderney ſouth ſouth-weſt; but by reaſon of our admiral's wanting a top-maſt, the Dutch ſquadron, and the admiral of the blue, with ſeveral of his ſhips, got conſiderably to the windward of him. Part of the French ſhips, which had advanced towards the rocks of Alderney, were now perceived driving eaſtward with the tide of flood, without ground tackle to tide by; for they had in the engagement, and the ſubſequent morning, cut away all their heavy anchors. When they were driven ſo far, as that our admiral judged he could reach them, he made the ſignals for the ſhips neareſt to him to cut and chace, which they did; but Sir John Aſhby, admiral of the blue, with his di- viſion, and ſeveral Dutch ſhips which were

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weathermost, rid fast, according to admiral Russel's orders, that they might the better observe the motion of the enemy, which continued at anchor in the Race. Three of their great ships tacked about eleven, and stood westward ; but after making two or three short boards, the largest of them, being the French admiral's own ship, the Royal Sun, ran ashore, and pre ently her masts were cut away ; upon which her two seconds plied up to her, and other ships began to hover about them ; this they did, as was judged, because they could not get to windward of the weathermost ships, nor stretch out a-head eastward. The English admiral perceiving that many ships of his fleet hovered about him, sent orders to Sir Ralph Delaval, vice admiral of the red, who was in the rear, to keep a strength near him sufficient to destroy the enemy, and to order the rest to follow the body of the fleet, which service was effectually performed ; and accordingly captain Heath, of Sir Ralph Delaval's division, burned Tourville's ship, the Royal Sun, of an hundred and four guns,

guns, as before related. The Conquerant, of eighty guns, was destroyed by captain Greenway, with three more of lesser note, among which was the Admirable. In the evening eighteen of the French ships, which were got eastward of Cape Barfleur, haled in for La Hogue, where our ships anchored about ten at night, and lay until four next morning, at which time the admiral weighed, and stood in near the land, but the flood coming on, he anchored again, and got under sail by two in the afternoon, plying close in with La Hogue, where he found thirteen of the enemy's ships very near the shore. On the twenty-third of May he sent in George Rooke, Esq. vice-admiral of the blue, with a squadron, the fire-ships, and the boats of the fleet, to destroy those ships; but they were got in so far, that none but the small frigates could advance near enough for service; however, the boats burnt six of them that night, and about eight the next morning the other seven were set on fire, together with several transport ships, and some

small vessels with ammunition ; in the execution of which signal service, both officers and men behaved with unusual gallantry.

Thus at La Hogue and Cherbourg were burnt two ships of one hundred and four guns each, one of ninety, two of eighty, four of seventy-six, four of sixty, and two of fifty-six guns.

This service being over, the admiral sailed out of La Hogue bay on the twenty-fifth of May, having ordered Sir John Ashby, admiral of the blue, who was returned without doing any execution on the other part of the enemy's fleet, to run with a squadron of English and Dutch along the French coast, as far as Havre de Grace, and to look out for those five ships which he said he had seen standing eastward ; but in this he had no better success than before. Bishop Burnet tells us, that Sir John did pursue them five leagues, but then the pilots pretending there was danger, he returned ; so that twenty-six of the enemy's ships, which, had he pursued them,

them, in all appearance he had destroyed, got into St. Malo.

In the conducting this great and glorious expedition, so wisely planned, and so bravely performed, the two chief commanders, Russel and Tourville, were very much talked of by the public; the former, for not having done more than he did, and the latter for doing what he was commanded to perform; therefore to come at the secret springs, the reasons, causes, and motives of actions and events, it will be proper to state their cases separately, and by that scrutiny to lay an appeal before the public, for the justice or imprudence, misconduct or good behaviour of both and each.

First, as to admiral Russel. It was alleged by his enemies, and believed by some of his friends, that the bare suspicion of his fidelity had awoke in him a spirit of jealousy and resentment against individuals, as well as the interests of king William. It was too much propagated, and perhaps invidiously supported, that if this success of his had been pursued

with as much vigour as it was begun, considering the consternation with which the French were struck, upon such an unusual and surprising blow, the victory had been more complete, as well as more splendid. But admiral Ruffel (as Burnet insinuates) was provoked by some letters and orders, which the earl of Nottingham sent him from the queen, which he thought the effects of ignorance, upon which he fell into a gloominess of disposition. To be at once suspected, commanded, countermanded, thwarted, and crossed, will evidently sour the temper of the most patient; such perhaps he construed those reiterated orders and dispatches, and therefore (as Burnet says) he found fault with almost every order that was sent him, but would offer no advice on his part. His letter, above recited, indeed, seems not to be written in the best of humours; for he says, "I can give
" no particular account of things, but that
" the French were beaten." These words might be dictated from hurry and confusion, but it bears the stamp, seemingly, of Spartan

tan laconicifm. He certainly came to St. Helen's, which was much censured, for tho' (says Burnet) the disabled ships should have been sent in, there was no apparent reason for bringing in the rest that were untouched. Cross winds kept them in port, so that a great part of the summer was spent before he went out again, and this gave time to the French, to recover from the consternation which had dispirited them. Now it has already appeared, that the admiral had sent in Sir George Rooke to destroy the ships that had taken shelter in the bay of La Hogue. He accordingly went in person to encourage the attempt, burnt six that night, seven the next morning, together with a great number of transports and other vessels of ammunition; this, it should appear, was a signal piece of service, and indeed it was by much the greatest that happened, during the whole transaction, for it was performed against a prodigious fire from the enemy's batteries on shore, within sight of the Irish camp, and with the loss only of ten men; it appears also by the Dutch admiral,

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Allemonde's letter to the States-General, that this was a most difficult and dangerous undertaking, and his letter was dated the very morning the action was performed, and he seems to insinuate the execution of it to be unlikely, which evidence of his, in favour of the admiral, as well as Sir George Rooke, seems to be a much stronger proof of their distinguished merit in that performance, than any other written by an English admiral.

It is very remarkable, that though the confederate fleet was near double to that of the French, yet, scarce half of it could engage, which was owing to the original disposition of the fleet, by which the blue squadron, Sir George Rooke, vice-admiral, was directed to tack northward and to the weather; not in the least to any deficiency in that admiral, as bishop Burnet alledges. Yet the defeat was the most signal that ever happened at sea, since besides the Royal Sun of one hundred and ten guns, the French lost another of a hundred and four, one of ninety, two of eighty,

ty, four of seventy-six, four of sixty, and two of fifty-six.

If indeed Sir John Ashby could have safely reached those that took shelter in St. Maloes, it had in a good measure put an end to the French power at sea; as it was, we must acknowledge a most glorious victory, not to be gained by malevolence, or want of spirit in the conductors; and as such we are bound in gratitude to pay a just tribute to the memory of those brave men who atchieved it, as well as our most humble thanksgiving to the Providence that favoured it.

As to the advantage gained in this fight, says a French writer, it must be allowed us, that count Tourville did not lose so much as a ship, nor had he any that were disabled; while on the other hand, the enemy lost two, one sunk, and one disabled; the rest of their ships were as well treated as his, besides their spending a vast number of fire ships without any effect. Thus, in spite of the prodigious inequality of the fleets, the success was at least equal in the first day's engagement. It is true, it happened
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otherwise in the succeeding days, in which, however, there fell out nothing, that ought to tarnish the reputation of the French nation by sea, since, while there remained any room for courage to exert itself, they not only acted gallantly in their own defence, but made themselves respected by their enemies. What afterwards followed was the effect of unforeseen accidents and inevitable misfortunes; and yet, after this fine flourish, the marquis fairly confesses, that the French flag ran for it, and that their other ships did their best to follow them. But partly through the want of safe ports on their own coasts, and partly thro' the vigorous pursuit of the English, they were burnt and destroyed in the manner before related.

Neither this writer, nor any other of the French historians, pretend to diminish their loss, or to say, that our admirals did not well and truly perform their duty in the most minute, as well as the most important branches; on the contrary, they ascribe the safe retreat of part of their ships into the
road

road of St. Maloes, to their lucky passage thro' that dangerous streight, and not to any want of vigilance in our admirals. Forbin says, that the views of France, and the projects previous to the defeat at La Hogue, of making a vigorous descent upon England, were no longer kept a secret. It was well known, that king James was already gone to La Hogue, where he was ready to embark, at the head of twenty thousand men, and waited only the success of a battle with the English, which monsieur de Tourville had orders to give at all events, as on that issue depended all the hopes of James.

It was indeed necessary to run the hazard of a battle, in order to make the descent secure, for there was nothing could prove an impediment to the invasion, but the interposition of the English fleet. It is not to be doubted, but if the English had been worsted, which probably would have happened, if we had hindered their fleets from joining, this projected descent, which fell to the ground by the blow our fleet received, would have caused the English a great deal of uneasiness and pains.

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But the contrary winds, which lasted three whole weeks, and several other intervening accidents, gave the enemy time to form a junction; so that instead of five and forty ships, which the English were supposed by us to be, they proved to amount, when joined, to ninety, six.

This loss at La Hogue was so sensibly felt by king James, and so intimately connected with his interests, that he thereupon wrote an affecting and pathetic letter to the French king, which should be preserved, and is to this purpose: That he had hitherto, with some constancy and resolution, supported the weight of his misfortunes, so long as he himself was the only sufferer; but he acknowledged that this last disaster deeply overwhelmed him, and that he was become altogether comfortless, in relation to what concerned his most christian majesty, through the great loss which had befallen his fleets; that he knew too well that it was his own unlucky star, which had drawn this misfortune of his majesty's forces, ever victorious, but when they fought for his (James's) interests;

interests; which plainly proved, that he now no longer merited the support of so great a monarch. He therefore intreated his most christian majesty no longer to concern himself about a prince so unfortunate as himself, but permit him to retire with his family to some corner of the world, where he might, in retreat, no longer obstruct the usual course of his most christian majesty's prosperities and conquests, and where nothing could more contribute to his consolation, than to hear of the quick return of all his wonted triumphs both by sea and land, over both your enemies (says he) and mine, when my interest shall no longer be intermixed with your's.

The French king endeavoured to alleviate his misfortunes and afflictions by a kind answer, wherein he promised never to forsake him in the worst and last extremity.

Queen Mary, the consort of king William, no sooner heard of the victory obtained off La Hogue by her fleet, than she sent thirty thousand pounds to be distributed among the sailors. She ordered

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medals,

medals to be struck, as tokens of honour to the officers, and caused the bodies of admiral Carter and colonel Hastings to be honourably interred, and thus ended this great and glorious event, to the immortal honour of the British flag, and to the extirpation of all future hopes of James's title to the crown.

To the French king is proved a most mortifying defeat, who had been so long flattered with an uninterrupted series of successes. To the friends of James in England it was no less ungrateful, as it reduced them to the last ebb of despondence, frustrated the whole scheme of a descent; and broke all the measures of the French ministry in his favour. It has been observed, that admiral Russel was accused of not having improved this victory with all advantages, which might have been obtained before the enemy recovered from their consternation. His enemies alledged, that his affection to the service was, in a great measure, cooled by the disgrace of his friend the duke of Marlborough; that he hated the then secretary, the earl of

of Nottingham, whom he thought not qualified to issue dispatches or orders in the naval department, and that he adhered to the letter rather than to the spirit of his instructions. But this seems a malicious insinuation, and a very great injury to his memory, as well as an ungrateful return for his manifold services. He behaved, during the whole progress of this expedition, like a gallant and wise officer, as well as an expert admiral.——His forcing down the Nore to the Downs with a small wind, and through dangerous shoals, was truly brave, and executed with policy and design, though contrary to the judgment of his pilots, as by this bold step he effected a junction with the Dutch and the other squadrons, which otherwise the French would have attacked, if not defeated singly. In a word, he obtained so decisive a victory, that during the rest of the war, the French never dared to attempt fighting by sea, or in the least disputing the ocean with the British flag.

This eminent service done to his country could not defend our admiral from the

malignity of party, so that he was dismissed from his employments at the beginning of the succeeding year, but was again restored in November following. In 1694 he commanded the fleet in the Mediterranean, where he blocked up the French fleet in Toulon, checked the progress of the arms of France in Catalonia, and kept all the Italian princes in awe. In 1695 the French had formed a design of invading England, and for that purpose had assembled a powerful army near Dieppe, where the troops lay ready to embark, when admiral Russel being sent with a strong fleet to the coast of France, struck such a terror into the enemy, that the intended invasion was laid aside. These and other eminent services recommended him so effectually to king William, that he, in 1697, created him a peer of Great Britain, by the title of Baron of Shingey, in Cambridgeshire, viscount Barfleur in the duchy of Normandy, and earl of Orford in Sussex; and soon after made him vice-admiral of England. Still however pursued by party malice, he was, in 1701, impeached

impeached by the house of commons, but honourably acquitted. After this he went no more to sea, but served as first commissioner of the admiralty in the reign of queen Anne, till the change of the ministry in 1710. On the decease of that prince in 1714, he was chosen one of the lords justices, till the arrival of king George I. who appointed him one of the privy council, and first commissioner of the admiralty, in which station he died at his house in Covent Garden, on the 26th of November, 1727, in the seventy-fifth year of his age.

THE LIFE OF
SIR CLOUDESLEY SHOVEL.

SIR Cloudesley Shovel, a gallant sea-officer, at the end of the last, and beginning of the present century, was born at a village near Clay, in Norfolk, in the year 1650, and was first bound apprentice to a shoe-maker, but finding no appearance of ever raising his fortune in that way, he betook himself to the sea, under the protection of Sir Christopher Mynns, with whom he went as cabin-boy; but assiduously applying himself to the study of navigation, he soon became an able seaman, and arrived at preferment. In the year 1674 a strong squadron being sent against the piratical state of Tripoly, under the command of Sir John Narborough, Mr. Shovel sailed with him as his lieutenant. They arrived before Tripoly in the spring, and Sir John being induced by the nature of his instructions to try negotiation rather than force, sent Mr. Shovel to
demand

demand satisfaction for the injuries suffered by the English, and security for the time to come. He went on shore, and delivered his message with great spirit, but the dey despising his youth, treated him in a disrespectful manner, and sent him back with an indefinite answer.

Mr. Shovel, on his return, informed the admiral of some remarks he had made on shore ; Sir John sent him back with another message, and furnished him with rules for conducting his observations. The dey behaved in a worse manner than before ; but Mr. Shovel on his return assured the admiral, that, notwithstanding the enemy's lines and forts, it was practicable to burn the ships in the harbour ; accordingly, in the night of the 4th of March, lieutenant Shovel, with all the boats in the fleet filled with combustible matter, boldly entered the harbour, and met with more success in destroying the ships than could have been expected, of which Sir John gave so honourable an account in all his letters, that the next year Mr. Shovel was raised to the command of the Saphire, a

fifth rate, from which he was soon after removed into the James Galley, a fourth rate, in which he continued till the death of king Charles II. King James preferred him to the Dover, in which situation he was at the Revolution.

Mr. Shovel afterwards distinguished himself at the battle of Bantry-bay in the Edgar, a third rate, in such a manner, that on king William's coming to Portsmouth he was pleased to confer upon him the honour of knighthood. In 1690 king William was so pleased with his vigilance and dexterity in conveying him and his army into Ireland, that he delivered him a commission of rear-admiral of the Blue with his own hand. In 1692 he was promoted to the rank of rear-admiral of the Red, and at the same time appointed commander of the squadron that was to convey the king to Holland. On his return from thence he joined admiral Russel with the grand fleet, and had a great share in the victory off La Hogue. In 1702 he was sent to bring the spoils of the Spanish and French fleets from Vigo. In 1703 he
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commanded the grand fleet up the Streights, where he protected our trade, and exerted himself for the relief of the protestants in the Cevennes, and countenanced such of the Italian powers as were inclined to favour the allies.

In 1704 he was sent with a powerful squadron to join Sir George Rooke, who commanded a grand fleet in the Mediterranean, and had a share in the glorious action off Malaga; and upon his return was presented to queen Anne by prince George, when he met with a very gracious reception. The next year Sir Cloudesley, in conjunction with the earl of Peterborough, took Barcelona; the particulars of which expedition will not, we hope, be disagreeable to our readers.

The earl of Peterborough, and Sir Cloudesley Shovel, sailed from St. Helen's in the latter end of May, with the English fleet, having on board a body of five thousand land forces, and on the twentieth of June arrived at Lisbon, where they were joined by Sir John Leake, and the Dutch admiral Allemonde, whose naval
force

force amounted to twenty-nine sail of the line, besides frigates, fire ships, bomb-vessels, &c. A council of war being held, it was resolved to put to sea with forty-eight ships of the line, English and Dutch, and to dispose them in such a manner, as might prevent the junction of the French squadrons from Toulon and Brest. The prince of Hesse d'Armstadt arriving from Gibraltar, assured king Charles of Spain, that the province of Catalonia, and the kingdom of Valencia, were entirely devoted to his interest; and his majesty resolved to accompany the fleet to Barcelona. He accordingly embarked with the admiral and the earl of Peterborough, on board the Ranelagh; and the fleet sailed on the twenty-eighth of July from Altea bay, where they had taken in his majesty, who pressed the admiral and the earl to make an immediate descent on Barcelona, where he was assured the people were well affected to him. This being agreed to, they arrived before Barcelona on the twelfth of August, 1705, having been previously reinforced by the earl of Galway with two regiments

regiments of English dragoons. They had also taken in at Gibraltar the English guards, and three old regiments, in lieu of which they left two new raised battalions.

The earl of Peterborough published a manifesto in the Spanish language, in favour of king Charles, which had so good an effect, that all the inhabitants of those places, the neighbouring villages, and the adjacent mountains, acknowledged that prince as their lawful sovereign. They seized the town of Denia for his service, and he sent thither a garrison of four hundred men, under the command of major-general Ramos. On the twenty-second they arrived in the bay of Barcelona, and the troops were debarked to the eastward of the city, where they encamped in a strong situation, and were well received by the country people. King Charles landed amidst the acclamations of an infinite multitude of people from the neighbouring towns and villages, who threw themselves at his feet, crying, "Long live the King." The inhabitants of Barcelona were

were themselves very well affected to the house of Austria, but durst not declare for king Charles, being over-awed by a strong garrison of five thousand men, under the duke de Popoli, Velasco, and other officers devoted to the interest of Philip, the other competitor for the throne of Spain. Considering, therefore, the strength of such a garrison, and the small number of Dutch and English troops, nothing could appear more desperate than the design of besieging the place. From the apparent danger of this design, there arose many disputes, whether the siege should be undertaken or not. At length it was carried in the affirmative, this measure being strongly pressed by the prince of Hesse Darmstadt, who served as a volunteer in this expedition, and his opinion was vigorously supported by king Charles, and approved by the earl of Peterborough : and Sir Cloudesley Shovel proposed, that the English fleet should land two thousand five hundred men, exclusive of the marines, and the Dutch fleet six hundred, which was agreed to, on condition, however, that on the

the first certain intelligence of the French fleet's being at sea, both seamen and marines should reembark immediately. At the same council of war it was determined to return to England the first fair wind after the twentieth of September; on the third of which month the prince of Hesse having formed a scheme for attacking fort Montjouic, it was put in execution. This fort was strongly situated on a hill which commanded the city, and the outworks were taken by storm, with the loss of the gallant prince of Hesse, who was shot through the thigh in the execution of his own scheme; the shot passing through an artery tore it, by which the prince losing a great quantity of blood, after he had marched about fifty paces, animating his men, as if he had known nothing of his being wounded, he fell down; the strength of his body, and the vital spirits of that great heart being no longer able to support him, to whose undaunted courage, no danger or wound could otherwise ever have put any stop. They carried him to a

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small house that was near, where he expired before they could examine his wound.

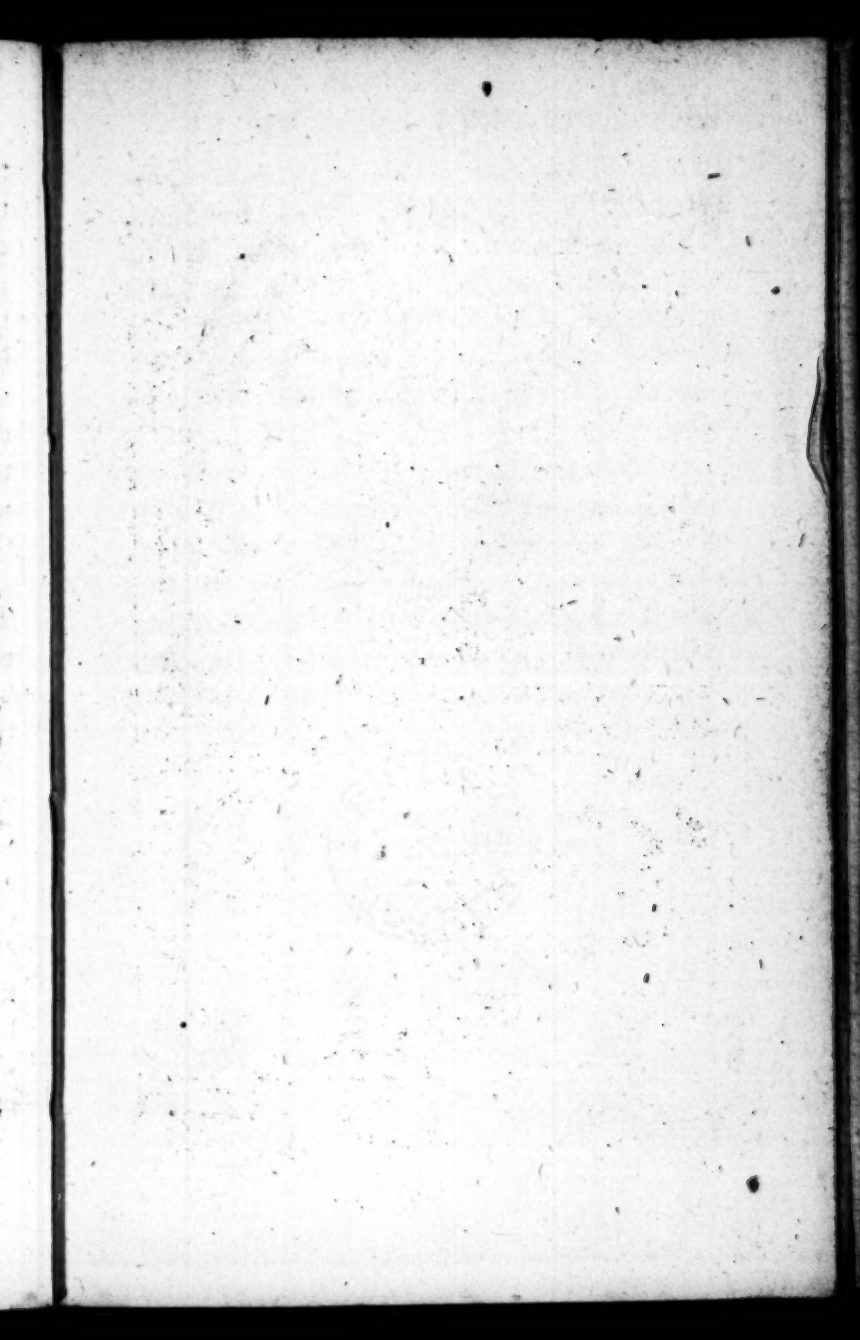
The siege was vigorously pushed on, by the bravery of the intrepid earl of Peterborough, who bombarded the body of the fort, and a shell chancing to fall into the magazine of powder, blew it up, together with the governor, the duke de Popoli, and some of the best officers. This giving a happy prospect to the reduction of the place, the gunners and carpenters demanded by the earl of Peterborough, were ordered by Sir Cloudesley Shovel to be in constant readiness to land.

After this first success, the siege was pushed on with great vigour; the trenches were opened on the ninth, and batteries raised for fifty guns and twenty mortars. With the consent of his catholick majesty, the bomb-vessels threw four hundred and twelve bombs into the town in one day; eight English and Dutch vessels, under the command of Sir Stafford Fairbone, were appointed to cannonade it by sea, while the cannon from the batteries and fort continued to do the like on shore. On the
twenty-

twenty-third the viceroy desired to capitulate, which was signed on the twenty-eighth; the gate and bastion of St. Angelo were delivered up the same day; and in a few days afterwards the city received king Charles, who entered in great triumph; all the other places in Catalonia declared for him, except Roses: so that the largest and richest province of Spain was conquered with an army scarce double the number of the garrison.

After the unsuccessful attempt upon Toulon, in which Sir Cloudesley performed all in his power, he bore away for the Streights, and soon after resolved to return home: and having left part of his fleet for the security of the coasts of Italy, proceeded with the rest, consisting of ten ships of the line, four ships, a sloop, and a yacht, for England. The Association, in which was Sir Cloudesley, and several of the other ships, were lost by striking on the rock called the Bishop and his Clerks. This dreadful accident, in which the admiral and all his crew, amounting to nine hundred men, perished,

happened on the 22d of October, 1707. Sir Cloudesley's body was thrown ashore the next day on one of the Scilly islands, where some fishermen took him up, and having taken a valuable emerald ring from his finger, stripped and buried him. This coming to the ears of Mr. Paxton, who was purser of the Arundel, he found out the fellows, declared the ring to be Sir Cloudesley Shovel's, and obliged them to discover where they had buried the body, which he took up, and carried in his own ship to Portsmouth, whence it was conveyed to London, and interred with great solemnity in Westminster-abbey, where a monument was afterwards erected to his memory.





Admiral Vernon.



St. Peter Warren.

THE LIFE OF ADMIRAL VERNON.

EDWARD VERNON, Esq. was descended from an ancient family in Staffordshire, and born at Westminster on the 12th of November, 1684. His father, who was secretary of state to king William and queen Mary, gave him a good education, but never intended him for the sea-service; but as the youth became desirous of entering on that employment, his father at last consented, and he pursued those studies which had a relation to navigation and gunnery with surprising alacrity and success. His first Expedition at sea was under admiral Hopson, when the French fleet and Spanish galleons were destroyed at Vigo. In 1702, he served as second lieutenant on board the Resolution in an expedition to the West Indies, under the command of commodore Walker; and in 1704, on board the fleet commanded by Sir George Rooke, in convoying the king

of Spain to Lisbon, when Mr. Vernon received an hundred guineas and a ring from that monarch's own hand. He was also at the famous battle off Malaga, both which were performed the same year. In January, 1705, he was appointed commander of the Dolphin; and, in 1707, commanded the Royal Oak, one of the ships sent to convoy the Lisbon fleet, which falling in with the French, three of our men of war were taken, and a fourth blown up.

In 1708 Mr. Vernon commanded the Jersey, and was sent to the West Indies as rear-admiral under Sir Charles Wager, where he took many valuable prizes, and greatly interrupted the trade of the enemy. In 1715 he commanded the Assistance, a ship of fifty guns, under Sir John Norris, in an expedition to the Baltic; and, in 1726, the Graston, of seventy guns, under Sir Charles Wager, in the same seas.

On the accession of George the Second, in 1727, captain Vernon was chosen member for Penryn, in Cornwall, and soon after was sent to Gibraltar as commander of the

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the Grafton, to join Sir Charles Wager. The next expedition in which he was engaged, was that which immortalized his name. This was in 1739; he was sleeping in his bed at Chatham, when the courier arrived with the news at about two in the morning, and being informed, that dispatches of the utmost importance were arrived from London, he arose, and opening the packet, found a commission, appointing him vice-admiral of the Blue, and commander in chief of a squadron fitting out for destroying the settlements of the Spaniards in the West Indies, with a letter from his majesty, requiring his immediate attendance on him, on which he ordered a post-chaise to be got ready, and arrived at St. James's about ten in the morning.

Having received his instructions, the Admiral weighed anchor from Spithead on the 23d of July, and on the 20th of November got in sight of Porto Bello, with his majesty's ship the Burford of seventy guns, commanded by captain Watton; the Hampton-Court of seventy guns, commanded

manded by captain Dent, under commodore Brown; the Princess Louisa of sixty guns, commanded by captain Waterhouse; the Worcester of sixty guns, commanded by captain Mayne; the Stafford of sixty guns, commanded by captain Trever; the Norwich of fifty guns, commanded by captain Herbert; and the Sheerness, which he dispatched to cruize off Carthagera. On the twenty first of November, the admiral brought his ships up in a line of battle to attack the place, which lay at the bottom of a spacious bay, and was defended at the entrance of the harbour by a castle, which from its strength was called the Iron Castle. From the situation of the place it was absolutely necessary to master that castle, before they could proceed to the town under the fort. It was very strong, had it been tolerably well defended. Commodore Brown in the Hampton-Court, captain Herbert in the Norwich, and captain Mayne in the Worcester, were destined to the attack of it, while the admiral lay behind to observe the effect of their operation.

Brown

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Brown led the attack with great resolution, and being well seconded by the other two ships, the admiral saw the Spaniards within the forts give way; upon which he gave the signal for the boats where the soldiers were to land, and he himself coming up at the same time, by the fire of his small arms drove the Spaniards from the lower batteries, which they chiefly depended upon for their defence; and the other ships not coming so near as he did, having dismantled the upper works of the enemy, the landing of the soldiers was effectuated: and though no breach was made, the lower batteries being left unguarded, and the Spaniards retreating to the higher parts of the fortification, they were thrown into the uttermost consternation. The English sailors, without waiting for any regular capitulation, mounted upon one another's shoulders upon the lower battery, drew the soldiers after them, and struck the Spanish colours; upon which the few who remained upon the upper battery hung
out

out a white flag, and surrendered at discretion.

The admiral's next attack was upon the Gloria castle, which lay at the bottom of the bay, and covered the town, and which he battered very successfully with his lower tier of guns, and with very considerable loss. On the twenty-second the castle hung out a white flag, and sent a flag of truce in a boat to the admiral, who drew up the terms upon which he was willing to grant a capitulation. The English becoming thus masters of the town and the forts, found two twenty-gun ships and a snow in the harbour; and upon seeing the strength of the place they had taken, they were astonished at their own success. The admiral took on board his ships forty pieces of brass cannon, ten brass field pieces, four brass mortars, and eighteen brass petararoes; and rendered useless above eighty iron cannon. He then blew up the fortifications with their own powder, in which he employed captain Knowles, captain Boscawen, commodore

dore Brown, and captain Watſon ; and it is remarkable, they found more danger and difficulty in demolishing thoſe works, than in taking them. It was greatly to the admiral's honour, that he behaved to the Spaniards who fell into his hands with vaſt humanity, and was far from making any private advantage of his ſucceſs, giving his own ſhare to be divided among the common ſoldiers and ſailors. His courage upon this occaſion was as remarkable as his humanity, for he expoſed himſelf equally with the meaneſt ſailor or ſoldier ; and the Spaniards having no idea that a ſhip durſt venture into their harbour, when they ſaw them come within piſtol ſhot of their walls, were ſtruck with an aſtoniſhment that was more ſerviceable to the Engliſh than any ſuperiority of number or force could have been. Upon the whole, the conqueſt of Porto Bello was the more glorious, as the Spaniards had more men to defend the place than the Britiſh admiral could ſpare hands to attack it ; he having no more than two hundred

hundred and forty land soldiers, which were furnished by the government of Jamaica from the independent companies of that island.

On the 3d of March admiral Vernon anchored before Carthagena, and on the 6th began to bombard that town, but had not force sufficient to take it. After his return home, the rebellion in 1745 breaking out, he was employed in guarding the coasts of Kent and Sussex, when he stationed a squadron of men of war in so happy a manner, that he blocked up the French ports in the channel. But soon after complaints being made against him for superseding the orders of the lords of the admiralty in appointing a gunner, in opposition to one recommended by themselves, and for exacting too severe duty from the private men, he was struck off the list of admirals, on which he retired from all public business, except attending the house of commons as member for Ipswich in Suffolk.

He usually resided at his country-seat at Nacton, and, though lame, enjoyed a good
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state of health to the last. He was perfectly well on Friday the 28th of October, 1757; but about two the next morning was awaked out of his sleep by a heaviness at his heart; a physician was instantly sent for, but he breathed his last in the arms of a servant about three minutes before he arrived.

P THE

THE LIFE OF ADMIRAL WAGER.

SIR Charles Wager was born in the year 1666, and entered young into the navy. He continued several years before he was honoured with a command; but his merit being too conspicuous to be concealed, he was at length advanced to the honours he so well deserved. In 1703 he commanded the Hampton-Court, under Sir Cloudesley Shovel, in the Mediterranean, and under Sir George Rooke, in the memorable engagement off Malaga, in which the French were defeated. In 1708 he commanded a squadron in the West Indies, where he intercepted the galleons which had near six millions of pieces of eight on board. On the 24th of July following, he was appointed rear-admiral of the Blue, and continued to do every thing in his power to annoy the enemy and protect our trade. On the 12th of November, 1709, he was made rear-admiral
of

ADMIRAL WAGER. 171

of the Red, in which station he continued till the accession of king George I. when he was appointed vice admiral of the Red. In 1717 he was made a commissioner of the admiralty. In 1726 he was sent into the Baltic to assist the Danes and Swedes against the Czarina, when that princess was so intimidated by the appearance of such a formidable fleet, that he laid aside all thoughts of attempting any thing to the prejudice of Denmark and Sweden.

In 1727 Sir Charles Wager sailed with six ships and two sloops to join admiral Hopson then at Gibraltar, and defeated the intentions of the Spaniards, who had formed a scheme for retaking that fortress, and had actually opened trenches before it. In 1731 he was appointed admiral of the Blue, and with a strong squadron convoyed Don Carlos into Italy, where he was placed on the throne of Naples.

On the death of the earl of Torrington, which happened in 1733, Sir Charles was appointed first commissioner of the admiralty, and a member of the privy-council. In these stations he exerted himself in the

service of his country, by maintaining the honour of the British flag, and rewarding such officers as discharged their duty. He died on the 24th of May, 1748, in the 78th year of his age. His remains were deposited in Westminster-abbey, where an elegant monument is erected to his memory. The principal figure is that of Fame, holding a portrait of Sir Charles in relief, which is also supported by an infant Hercules. The enrichments are naval trophies, instruments of war and navigation, &c. On the base is represented, in basso relievo, the destroying and taking the Spanish galleons in 1708.

THE

THE LIFE OF SIR PETER WARREN.

SIR Peter Warren, an admiral distinguished by his virtue, learning, and undaunted courage, was descended from an ancient family in Ireland, and received a suitable education to qualify him for a command in the royal navy, in which he served many years with great reputation, but the transaction which placed his great abilities in their full light, was the taking of Louisburgh, in the year 1745, when he was appointed commodore of the British squadron sent on that service. He joined the fleet of transports from Boston in Canso-bay, on the 25th of April, having under his command the *Superb* of sixty, and the *Launceston* and *Eltham* of forty guns; he was afterwards joined by several other men of war sent from England, and took possession of Louisburgh on the 17th of June.

The French, exasperated at this loss, were constantly on the watch to retake it ; and in 1747 fitted out a large fleet for that purpose, and at the same time another squadron to prosecute their success in the East Indies. These squadrons sailed at the same time, but the views of the French were rendered abortive by the gallant admiral Anson, and Mr. Warren, then created rear-admiral, who with a large fleet of ships fell in with the French, defeated the whole fleet, and took the greatest part of the men of war. Thus the conqueror of Cape Breton became its protector. For this gallant action admiral Anson was created a peer of Great Britain, and rear-admiral Warren invested with the order of the Bath. This was the last service Sir Peter rendered to his country as a commander in the British fleet ; for a peace being concluded in the succeeding year, the fleet was laid up in the several harbours.

He was elected one of the representatives in parliament for Westminster, and in the midst of his popularity he paid a visit

SIR PETER WARREN. 175

fit to Ireland, his native country, where he died of an inflammatory fever, on the 29th of July, 1752, sincerely lamented by all ranks of people, and an elegant monument of white marble was erected to his memory in Westminster-abbey. Close to the wall is a large flag hanging to the flag-staff, and spreading in very natural folds behind the whole monument; before it is a fine figure of Hercules placing Sir Peter's bust on its pedestal; and, on the other side, Victory, with a laurel wreath in her hand, is seated gazing on the bust, with a look of melancholy mixed with admiration; behind her a cornucopia pours out fruit, corn, the fleece, &c. and by it is a cannon, an anchor, and other decorations.

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